

CORRIGENDUM OF AIP AMDT 02/24
PEOPLE’S REPUBLIC OF BANGLADESH
AERONAUTICAL INFORMATION SERVICES
CIVIL AVIATION AUTHORITY OF BANGLADESH
HEADQUARTERS, KURMITOLA, DHAKA-1229, BANGLADESH

TEL: +88-02-41091121-40/ Ext: 3151 FAX: +88-02 41091111 AFS: VGHQYOYX Email: adaishq@caab.gov.bd	AIRAC AIP AMDT 02/24 11 JUL 2024
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Publication Date : 31 MAY 2024

Effective Date : 11 JUL 2024

1. SIGNIFICANT INFORMATION AND CHANGES:

- a) GEN – 1.7-5, No.11 has been revised.
- b) The status of certification date format VGEG Aerodrome has been revised.
- c) Radio Navigation Aid/System frequency has been updated in page ENR 4.1-1
- d) True Bearing of RWY in para 2.12 for all Aerodromes and magnetic variation of some Aerodromes in AD section has been revised.
- e) ENR 3.1 has been revised.
- f) Main Apron, Cargo Village Apron has been removed and some taxiways physical Characteristics has been revised.
- g) All frequency has been revised in GEN, ERN and AD section.
- h) Some of Chart ENR and AD section has been revised
- i) Meteorological observation and reports has been updated at page GEN 3.5.2.

**2. INSERT THE ATTACHED REPLACEMENT PAGES, WHICH ARE MARKED WITH
ASTERISKS IN THE CHECKLIST OF PAGES-GEN 0.4-1 TO GEN 0.4-4.**

**3. NEW OR REVISED INFORMATION IS INDICATED EITHER BY HORIZONTAL ARROW OR
A VERTICAL LINE.**

4. RECORD ENTRY OF AMENDMENT ON PAGE GEN 0.2-1.

**5. THIS AMENDMENT INCORPORATES INFORMATION CONTAINED IN THE FOLLOWING
WHICH ARE HERE BY SUPERSEDED:**

5.1. NOTAMs : A0035/24, A066/24, A0124/24

5.2. AIP SUPPs: Nil

GEN 0.2 RECORDS OF AIP AMENDMENTS

NR/Year	Effective Date	Date Inserted	Inserted by	NR/Year	Effective Date	Date Inserted	Inserted by
01/2011	30 JUN 2011	30 JUN 2011					
NIL	15 DEC 2011	---					
01/2012	08 MAR 2012	08 MAR 2012					
02/2012	18 OCT 2012	18 OCT 2012					
01/2013	04 APR 2013	04 APR 2013					
02/2013	17 OCT 2013	17 OCT 2013					
01/2014	03 APR 2014	03 APR 2014					
02/2014	16 OCT 2014	16 OCT 2014					
01/2015	02 APR 2015	02 APR 2015					
02/2015	12 NOV 2015	12 NOV 2015					
01/2016	23JUN 2016	23JUN 2016					
02/2016	08 DEC 2016	08 DEC 2016					
01/2017	07 DEC 2017	07 DEC 2017					
01/2018	24 MAY 2018	24 MAY 2018					
01/2019	28 MAR 2019	28 MAR 2019					
02/2019	10 OCT 2019	10 OCT 2019					
01/2020	30 JAN 2020	30 JAN 2020					
02/2020	03 DEC 2020	03 DEC 2020					
01/2021	22 APR 2021	22 APR 2021					
01/2022	24 MAR 2022	24 MAR 2022					
02/2022	19 MAY 2022	19 MAY 2022					
03/2022	06 OCT 2022	06 OCT 2022					
01/2023	23 MAR 2023	23 MAR 2023					
02/2023	15 JUN 2023	15 JUN 2023					
03/2023	05 OCT 2023	05 OCT 2023					
01/2024	22 FEB 2024	22 FEB 2024					
→ 02/2024	11 JUL 2024						

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GEN 0.4 CHECKLIST OF PAGES

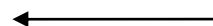
PAGE	DATE	PAGE	DATE	PAGE	DATE
PART-1 GENERAL (GEN)		2.2-3	03 DEC 2020	3.4-8/diagram	30 JAN 2020
GEN 0		2.2-4	03 DEC 2020	*3.5-1	*11 JUL 2024
0.1-1	23 MAR 2023	2.2-5	03 DEC 2020	*3.5-2	*11 JUL 2024
0.1-2	23 MAR 2023	2.2-6	03 DEC 2020	*3.5-3	*11 JUL 2024
0.1-3	03 JUN 2010	2.2-7	03 DEC 2020	*3.5-4	*11 JUL 2024
*0.2-1	*11 JUL 2024	2.2-8	03 DEC 2020	3.5-5	24 MAY 2018
0.3-1	05 OCT 2023	2.2-9	03 DEC 2020	3.6-1	23 MAR 2023
*0.4-1	*11 JUL 2024	2.2-10	03 DEC 2020	3.6-2	23 MAR 2023
*0.4-2	*11 JUL 2024	2.2-11	03 DEC 2020	3.6-3	06 OCT 2022
*0.4-3	*11 JUL 2024	2.2-12	03 DEC 2020	3.6-4	06 OCT 2022
*0.4-4	*11 JUL 2024	2.2-13	03 DEC 2020	3.6-5	05 OCT 2023
0.5-1	03 JUN 2010	2.3-1	14 NOV 2013	GEN 4	
0.6-1	03 JUN 2010	2.3-2	14 NOV 2013	4.1-1	23 JUN 2016
0.6-2	03 JUN 2010	2.4-1	30 JAN 2020	4.1-2	23 JUN 2016
0.6-3	03 JUN 2010	2.5-1	10 OCT 2019	4.1-3	05 OCT 2023
GEN 1		2.5-3/Chart	28 MAR 2019	4.1-4	05 OCT 2023
		2.6-1	03 JUN 2010	4.2-1	17 OCT 2013
1.1-1	23 MAR 2023	2.6-2	03 JUN 2010	PART-2 EN-ROUTE (ENR)	
1.1-2	23 MAR 2023	2.6-3	03 JUN 2010	ENR 0	
1.2-1	02 DEC 2021	2.7-1	10 OCT 2019	0.6-1	03 JUN 2010
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1.2-3	17 OCT 2013	GEN 3		0.6-3	24 MAR 2022
1.2-4	17 OCT 2013			ENR 1	
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1.2-6	03 JUN 2010	3.1-2	23 MAR 2023	*1.1-2	*11 JUL 2024
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1.3-2	02 DEC 2021	3.1-4	03 JUN 2010	1.1-4	22 APR 2021
1.3-3	03 JUN 2010	3.1-5	23 MAR 2023	1.1-5	24 MAY 2018
1.3-4	03 JUN 2010	3.1-6	23 MAR 2023	1.1-6	24 MAY 2018
1.4-1	02 DEC 2021	3.2-1	23 MAR 2023	1.2-1	16 OCT 2014
1.4-2	02 DEC 2021	3.2-2	23 MAR 2023	1.3-1	16 OCT 2014
1.5-1	03 JUN 2010	3.2-3	30 JAN 2020	1.4-1	30 JUN 2011
1.6-1	03 JUN 2010	3.2-4	30 JAN 2020	1.4-2	30 JUN 2011
1.7-1	23 JUN 2016	3.3-1	23 MAR 2023	1.4-3	30 JUN 2011
1.7-2	23 JUN 2016	3.3-2	23 MAR 2023	1.4-4	30 JUN 2011
1.7-3	23 JUN 2016	3.3-3	19 MAY 2022	1.5-1	10 OCT 2019
1.7-4	23 JUN 2016	3.4-1	23 MAR 2023	1.5-2	10 OCT 2019
*1.7-5	*11 JUL 2024	3.4-2	23 MAR 2023	1.5-3	14 NOV 2013
GEN 2		*3.4-2-1	*11 JUL 2024	1.5-4	14 NOV 2013
2.1-1	23 JUN 2016	3.4-3	24 MAR 2022	*1.6-1	*11 JUL 2024
2.1-2	23 JUN 2016	3.4-4	24 MAR 2022	*1.6-2	*11 JUL 2024
*2.1-3	*11 JUL 2024	3.4-5	30 JAN 2020	1.6-3	04 APR 2013
2.2-1	03 DEC 2020	3.4-6	30 JAN 2020	1.6-4	04 APR 2013
2.2-2	03 DEC 2020	3.4-7/diagram	30 JAN 2020	1.6-5	03 JUN 2010

PAGE	DATE	PAGE	DATE	PAGE	DATE
1.7-1	23 JUN 2016	1.14-5	03 JUN 2010	5.1-12	24 MAR 2022
1.7-2	23 JUN 2016	1.14-6	03 JUN 2010	*5.1-13/Chart	*11 JUL 2024
1.7-3	23 JUN 2016	1.14-7	03 JUN 2010	5.2-1	15 JUN 2023
1.7-4	23 JUN 2016	1.14-8	03 JUN 2010	5.2-2	15 JUN 2023
1.7-5	30 JUN 2011	1.14-9	03 JUN 2010	5.2-3/Chart	28 MAR 2019
1.8-1	03 JUN 2010	1.14-10	03 JUN 2010	5.3-1	03 JUN 2010
1.8-2	03 JUN 2010	ENR 2		*5.4-1	*11 JUL 2024
1.8-3	03 JUN 2010	*2.1-1	*11 JUL 2024	5.5-1	03 JUN 2010
1.8-4	03 JUN 2010	*2.1-2	*11 JUL 2024	5.6-1	03 JUN 2010
*1.8-5	*11 JUL 2024	2.2-1	03 JUN 2010	ENR 6	
*1.8-6	*11 JUL 2024	ENR 3		*6-1/Chart	*11 JUL 2024
*1.8-7	*11 JUL 2024	*3.1-1	*11 JUL 2024	*6-3/ Chart	*11 JUL 2024
*1.8-8	*11 JUL 2024	*3.1-2	*11 JUL 2024	6-5/ Chart	23 MAR 2023
1.8-9	19 MAY 2022	*3.1-3	*11 JUL 2024	6-7/ Chart	22 FEB 2024
1.8-10	19 MAY 2022	*3.1-4	*11 JUL 2024		
1.8-11	23 JUN 2016	*3.1-5	*11 JUL 2024		
1.8-12	23 JUN 2016	*3.1-6	*11 JUL 2024		
1.8-13	03 JUN 2010	*3.1-7	*11 JUL 2024		
1.8-14	03 JUN 2010	*3.1-8	*11 JUL 2024		
1.8-15	03 JUN 2010	*3.1-9	*11 JUL 2024		
1.8-16	03 JUN 2010	*3.1-10	*11 JUL 2024		
1.8-17	03 JUN 2010	*3.1-11	*11 JUL 2024		
1.8-18	03 JUN 2010	*3.1-12	*11 JUL 2024		
1.8-19	03 JUN 2010	*3.1-13	*11 JUL 2024		
1.8-20	03 JUN 2010	*3.1-14	*11 JUL 2024		
1.8-21	03 JUN 2010	*3.1-15	*11 JUL 2024		
1.9-1	03 JUN 2010	*3.1-16	*11 JUL 2024		
1.9-2	03 JUN 2010	ENR 4			
1.9-3	03 JUN 2010	*4.1-1	*11 JUL 2024		
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1.9-5	03 JUN 2010	4.3-1	22 FEB 2024		
1.9-6	03 JUN 2010	4.3-2	22 FEB 2024		
1.9-7	03 JUN 2010	4.4-1	10 OCT 2019		
1.10-1	10 OCT 2019	ENR 5			
1.10-2	10 OCT 2019	5.1-1	03 DEC 2020		
1.11-1	19 MAY 2022	5.1-2	03 DEC 2020		
*1.12-1	*11 JUL 2024	5.1-3	10 OCT 2020		
*1.12-2	*11 JUL 2024	5.1-4	10 OCT 2020		
1.12-3	03 JUN 2010	5.1-5	15 JUN 2023		
1.12-4	03 JUN 2010	5.1-6	15 JUN 2023		
1.13-1	03 JUN 2010	5.1-7	15 JUN 2023		
1.14-1	03 JUN 2010	5.1-8	15 JUN 2023		
1.14-2	03 JUN 2010	5.1-9	15 JUN 2023		
1.14-3	03 JUN 2010	5.1-10	15 JUN 2023		
1.14-4	03 JUN 2010	5.1-11	24 MAR 2022		

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PART 3 AERODROMES (AD)		VGHS AD 2-33/Chart	22 FEB 2024
AD 0		VGHS AD 2-35/Chart	23 JUN 2016
0.6-1	10 OCT 2019	VGHS AD 2-37/Chart	23 JUN 2016
0.6-2	10 OCT 2019	*VGHS AD 2-39/Chart	*11 JUL 2024
0.6-3	18 OCT 2012	*VGHS AD 2-41/Chart	*11 JUL 2024
0.6-4	18 OCT 2012	*VGHS AD 2-43/Chart	*11 JUL 2024
0.6-5	18 OCT 2012	*VGHS AD 2-45/Chart	*11 JUL 2024
0.6-6	18 OCT 2012	*VGHS AD 2-47/Chart	*11 JUL 2024
0.6-7	18 OCT 2012	VGHS AD 2-49/Chart	10 OCT 2019
AD 1		VGHS AD 2-50	10 OCT 2019
AD 1.1-1	03 JUN 2010	*VGEG AD 2-1	*11 JUL 2024
AD 1.1-2	03 JUN 2010	*VGEG AD 2-2	*11 JUL 2024
AD 1.1-3	03 JUN 2010	*VGEG AD 2-3	*11 JUL 2024
AD 1.1-4	03 JUN 2010	*VGEG AD 2-4	*11 JUL 2024
AD 1.1-5	03 JUN 2010	*VGEG AD 2-5	*11 JUL 2024
AD 1.2-1	03 JUN 2010	*VGEG AD 2-6	*11 JUL 2024
AD 1.3-1	10 OCT 2019	*VGEG AD 2-7	*11 JUL 2024
AD 1.3-3/Chart	28 MAR 2019	*VGEG AD 2-8	*11 JUL 2024
*AD 1.4-1	*11 JUL 2024	VGEG AD 2-9.1	10 OCT 2019
AD 2		VGEG AD 2-9.2	10 OCT 2019
*VGHS AD 2-1	*11 JUL 2024	VGEG AD 2-9.3	28 MAR 2019
*VGHS AD 2-2	*11 JUL 2024	VGEG AD 2-10	28 MAR 2019
*VGHS AD 2-3	*11 JUL 2024	VGEG AD 2-11/Chart	10 OCT 2019
*VGHS AD 2-4	*11 JUL 2024	VGEG AD 2-13/Chart	10 OCT 2019
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*VGHS AD 2-9	*11 JUL 2024	VGEG AD 2-21/(Blank)	10 OCT 2019
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VGHS AD 2-11.2	28 MAR 2019	*VGEG AD 2-27/Chart	*11 JUL 2024
VGHS AD 2-11.3	22 FEB 2024	*VGEG AD 2-29/Chart	*11 JUL 2024
VGHS AD 2-12	22 FEB 2024	*VGSY AD 2-1	*11 JUL 2024
VGHS AD 2-13	15 JUN 2023	*VGSY AD 2-2	*11 JUL 2024
*VGHS AD 2-15/Chart	*11 JUL 2024	*VGSY AD 2-3	*11 JUL 2024
VGHS AD 2-16/Chart	28 MAR 2019	*VGSY AD 2-4	*11 JUL 2024
VGHS AD 2-17/Chart	28 MAR 2019	*VGSY AD 2-5	*11 JUL 2024
VGHS AD 2-19/Chart	23 JUN 2016	*VGSY AD 2-6	*11 JUL 2024
*VGHS AD 2-21/Chart	*11 JUL 2024	VGSY AD 2-7	15 JUN 2023
*VGHS AD 2-23/Chart	*11 JUL 2024	VGSY AD 2-9/Chart	06 OCT 2022
*VGHS AD 2-25/Chart	*11 JUL 2024	VGSY AD 2-10/Chart	12 NOV 2015
*VGHS AD 2-27/Chart	*11 JUL 2024	VGSY AD 2-11/Chart	15 JUN 2023
VGHS AD 2-29/Chart	23 JUN 2016	VGSY AD 2-13/Chart	28 MAR 2019
VGHS AD 2-31/Chart	22 FEB 2024	VGSY AD 2-15/Chart	15 JUN 2023

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VGSY AD 2-17/Chart	28 MAR 2019	VGJR AD 2-9/Chart	10 OCT 2019
*VGSY AD 2-19/Chart	*11 JUL 2024	VGJR AD 2-11/Chart	10 OCT 2019
*VGSY AD 2-21/Chart	*11 JUL 2024	VGJR AD 2-13/Chart	10 OCT 2019
VGBG AD 2-1	10 OCT 2019	VGJR AD 2-15/Chart	10 OCT 2019
VGBG AD 2-2	10 OCT 2019	VGJR AD 2-17/Chart	10 OCT 2019
*VGBG AD 2-3	*11 JUL 2024	VGJR AD 2-19/Chart	10 OCT 2019
*VGBG AD 2-4	*11 JUL 2024	VGRJ AD 2-1	10 OCT 2019
*VGBG AD 2-5	*11 JUL 2024	VGRJ AD 2-2	10 OCT 2019
*VGBG AD 2-6	*11 JUL 2024	*VGRJ AD 2-3	*11 JUL 2024
VGBR AD 2-1	23 MAR 2023	*VGRJ AD 2-4	*11 JUL 2024
VGBR AD 2-2	23 MAR 2023	*VGRJ AD 2-5	*11 JUL 2024
*VGBR AD 2-3	*11 JUL 2024	VGRJ AD 2-7/Chart	23 JUN 2016
*VGBR AD 2-4	*11 JUL 2024	VGRJ AD 2-9/Chart	07 DEC 2017
VGBR AD 2-5	23 MAR 2023	VGRJ AD 2-11/Chart	08 DEC 2016
VGBR AD 2-7/Chart	23 MAR 2023	VGRJ AD 2-13/Chart	08 DEC 2016
VGBR AD 2-9/Chart	10 OCT 2019	VGRJ AD 2-15/Chart	08 DEC 2016
VGBR AD 2-11/Chart	10 OCT 2019	*VGSD AD 2-1	*11 JUL 2024
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*VGCB AD 2-4	*11 JUL 2024	*VGSD AD 2-5	*11 JUL 2024
*VGCB AD 2-5	*11 JUL 2024	VGSD AD 2-7/Chart	28 MAR 2019
VGCB AD 2-7/ Chart	19 MAY 2022	VGSD AD 2-9/Chart	10 OCT 2019
VGCB AD 2-9/ Chart	28 MAR 2019	VGSD AD 2-11/Chart	10 OCT 2019
VGCB AD 2-11/ Chart	28 MAR 2019	VGSD AD 2-13/Chart	30 JAN 2020
VGCB AD 2-13/ Chart	28 MAR 2019	VGSD AD 2-15/Chart	30 JAN 2020
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*VGCM AD 2-2	*11 JUL 2024	*VGSH AD 2-2	*11 JUL 2024
VGCM AD 2-3	10 OCT 2019	VGSH AD 2-3	30 JAN 2020
VGCM AD 2-4	10 OCT 2019	VGSH AD 2-4	30 JAN 2020
VGCM AD 2-5/Chart	10 OCT 2019	VGSH AD 2-5/Chart	14 NOV 2013
VGIS AD 2-1	06 OCT 2022	VG TJ AD 2-1	05 OCT 2023
VGIS AD 2-2	06 OCT 2022	VG TJ AD 2-2	05 OCT 2023
VGIS AD 2-3	24 MAR 2022	*VG TJ AD 2-3	*11 JUL 2024
VGIS AD 2-4	24 MAR 2022	*VG TJ AD 2-4	*11 JUL 2024
VGIS AD 2-5	03 JUN 2010	VG TJ AD 2-5	10 OCT 2019
VGIS AD 2-7/Chart	06 OCT 2022	VG TJ AD 2-6	10 OCT 2019
VGIS AD 2-9/Chart	08 DEC 2016	VG TJ AD 2-7 /Chart	23 JUN 2016
VGIS AD 2-11/Chart	08 DEC 2016		
VGJR AD 2-1	15 JUN 2023		
VGJR AD 2-2	15 JUN 2023		
*VGJR AD 2-3	*11 JUL 2024		
*VGJR AD 2-4	*11 JUL 2024		
*VGJR AD 2-5	*11 JUL 2024		
*VGJR AD 2-6	*11 JUL 2024		
VGJR AD 2-7	06 OCT 2022		

- 11. **ANNEX 11- AIR TRAFFIC SERVICES**
NIL
- 12. **ANNEX 12- SEARCH AND RESCUE**
NIL
- 13. **ANNEX 13 - AIRCRAFT ACCIDENT INVESTIGATION**
NIL
- 14. **ANNEX 14- AERODROME**
NIL
- 15. **ANNEX 15- AERONAUTICAL INFORMATION SERVICES**
NIL
- 16. **ANNEX 16- ENVIRONMENTAL PROTECTION**
NIL
- 17. **ANNEX 17- SECURITY SAFEGUARDING INTERNATIONAL CIVIL AVIATION**
NIL
- 18. **ANNEX 18- THE SAFE TRANSPORTATION OF DANGEROUS GOODS BY AIR**
NIL
- 19. **ANNEX 19- SAFETY MANAGEMENT SYSTEM**
NIL



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5.3 The following is a list of national public holidays for 2024 with dates corresponding with the Gregorian calendar.

Public Holidays (2023)		
Date	Name of Holidays	Duration (Days)
21 FEB	International Mother Language Day & Shahid Dibash	1
26 FEB	Shab-e Barat	1
17 MAR	Birthday of father of the nation	1
26 MAR	Independence & National day	1
05 APR	Juma-tul- bida	1
14 APR	Bangla New Year day	1
07 APR	Shab-e-Qadar *	1
10 -12 APR	Eid-UI-Fitre *	3
01 MAY	MAY DAY	1
22 MAY	Buddha Purnima *	1
16-18 JUNE	Eid-UI-Azha *	3
17 JULY	Ashura*	1
15 AUG	National Mourn Day	1
06 SEP	Janmastami	1
16 SEP	Eid -e- Milad-un-nabi*	1
13 OCT	Durgapuja (Dashami)	1
16 DEC	Victory Day	1
25 DEC	Christmas Day	1

* Depends on sighting of moon.

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AUTOMATIC TERMINAL INFORMATION SERVICE (ATIS) BROADCASTS

STATION	CALL SIGN/ IDENTIFICATION	FREQ MHz	HOURS UTC	REMARKS
1	2	3	4	5
Hazrat Shahjalal Intl Airport, Dhaka	Dhaka Information	127.400	H24	ALPHABETICAL REFERENCE All ATIS broadcasts will include Alphabetical reference for identification in the ATIS message, beginning each day with the alphabet letter 'ALFA' at 0001UTC, then following up with letter 'BRAVO' at the next broadcast at 0030UTC until the last alphabet 'ZULU' is reached, after which subsequent broadcast will start again with the letter 'ALFA'.
Shah Amanat International Airport, Chattogram	Chattogram Information	127.600	HO	ATIS

3.4 Languageused

The language used is English.

3.5 Where detailed information can be obtained

3.5.1 Details of the various facilities available for the en-route traffic can be found in section ENR 4.

3.5.2 Details of the facilities available at the individual aerodromes can be found in the relevant sections of AD. In cases where a facility is serving both the en-route traffic and the aerodromes, details are given in the relevant sections of ENR and AD.

4. Requirements and conditions

The requirements of civil Aviation Authority of Bangladesh and the general conditions under which the communication services are available for international use, as well as the requirement for the carriage of radio equipment, are contained in the Air Navigation (Radio) Regulations of Bangladesh

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1. Responsible Service

- 1.1 The Meteorological Services for Civil Aviation is provided by the Bangladesh Meteorological Department, Ministry of Defence. ←

Postal Address:

The Director
Bangladesh Meteorological Department,
Abhawa Bhaban, E-24, Agargaon,
Dhaka-1207, Bangladesh

Telephone : 880-2-8144968, 880-02-41025705
Telefax : 880-02-41025726-28
AFS : VGHSYMYX
Email : info@bmd.gov.bd, swc@bmd.gov.bd
Website : www.bmd.gov.bd

- 1.2 The Service is provided in accordance with the provisions contained in the following ICAO Documents:

Annex-3 (Meteorological Service for international Air Navigation)
DOC 7030-Regional Supplementary Procedures Part-3-Meteorology

- 1.3 Difference to these provisions are detailed in subsection GEN 1.7.

2. Area of responsibility

- 2.1 Area meteorological watch is provided for the Dhaka FIR.

3. METEOROLOGICAL OBSERVATIONS AND REPORTS

Table GEN 3.5.3 METEOROLOGICAL OBSERVATION AND REPORTS

Name of Station Location Indicator	Type & frequency of observation/ automatic observing equipment.	Types of MET reports & supplementary information included	Observation system & site(s)	Hours of operation	Climatological information.
1	2	3	4	5	6
Dhaka/HSIA VGHS	Half hourly plus special observation	METAR SPECI SUPPL: TREND	AWOS Equipment information: i) Wind Sensors installed at a distance of 500 feet from the center line of the runway at a height of 10 meters. ii) Other available equipment a) Barometer, b) Dry/ Wet bulb thermometer, c) Hygrometer d) Rain Gauze, e) Digital Barometer, f) Barometer, h)Psychrometer.	H24	CLIMATOLOGICAL SUMMARIES AVBL.
Chattogram/ Shah Amanat Intl. VGEG	Half Hourly plus special observation	METER SPECI SUPPL: TREND	AWOS Equipment information: i) Wind sensors installed at a distance of 500 feet from the center line of the runway, at a height of 10 meters. ii) Other available equipment: a) Barometer, b) Dry/Wet bulb thermometer c) Hygrometer d) Rain gauze, e) Digital Barometer, f) Barometer, g) Psychrometer.	HO	Climatological Summaries AVBL
Cox's Bazar VGCB	Half hourly plus special observation	METER SPECI SUPPL : NIL	Surface wind by Electrical Anemograph/Anemometer. Visibility by eye estimation. Cloud base by eye estimation. Temperature and dew-point by cyclometer.	HO	NIL
Rajshahi VGRJ	Hourly, Special Observation and if required half-hourly.	METER SPECI SUPPL: NIL		HJ	NIL
Jashore VGJR	Half hourly plus special	METER SPECI SUPPL. NIL		HJ	NIL
Saidpur VGSD	Hourly, and Special observation	METER SPECI SUPPL: NIL		HJ	NIL
Osmani, Sylhet VGSY	Hourly, Special observation and if required half-hourly.	METER SPECI SUPPL: NIL	AWOS Equipment information: i) Wind sensors at a distance of 500 feet for the center line of the runway and at a height of 10 meters. ii) Other available equipment: a) Barometer, b) Dry/Wet bulb thermometer c) Cup Anemometer d) Hygrometer e) Rain gauze, f) Digital Barometer, g) Barometer, h) Psychrometer.	HO	NIL

4. Types of services

- 4.1 Briefing and flight documentation is provided as indicated in respective Aerodrome Section. Whenever possible, the Pilot-in-Command or his designated representative is given personal briefing by meteorological personnel on office.
- 4.2 Aerodrome reports and forecasts, including trend type forecasts, are provided in Table GEN 3.5.3 and respective Aerodrome.
- 4.3 For short flights (up to 500 NM) all the en-route information is usually presented in tabular non-pictorial form, while for flights of more than 500 NM a pictorial forecast with significant weather is supplied.
- 4.4 Runway visibility observations, taken manually, are provided at Hazrat Shahjalal International Airport, Dhaka and Shah Amanat International Airport, Chattogram and Osmani International Airport, Sylhet when visibility is 926 m or less.
- 4.5 Warning for the protection of parked aircraft is issued for squalls and gales when the mean speed of the surface wind is expected to exceed 40 kts. Warnings are also issued for other hazardous meteorological elements.
- 4.6 OBSERVING SYSTEMS & OPERATING PROCEDURES.
- 4.6.1 Surface wind is measured by cup anemometer on top of Control Tower 111 feet above ground at HSIA International Airport, Dhaka. Wind indicator repeaters are located in the Meteorological Office and Control Tower.
- 4.6.2 Cloud height is measured by ceiling balloon or reported by aircraft as applicable.
- 4.6.3 Temperature is measured by psychrometer at the observing station on top of the operational building 90 ft above ground at HSIA International Airport, Dhaka.
- 4.6.4 Climatological Summaries for Chattogram and Dhaka are available.

5. Notification required from operators

- 5.1 Notification from operators in respect of briefing flight documentation and other meteorological information needed by them is normally required:
- (a) for flights up to 500 nautical miles at least three hours before the expected time of departure.
- (b) for flight of more than 500 nautical miles at least six hours before the expected time of departure.

6. Aircraft reports (AIREP required from operator)

- 6.1 Routing aircraft meteorological observations shall be made and the reports transmitted at ATS/MET reporting points listed below and as indicated in subsection ENR 3.1. Arriving flights should with the exceptions detailed in para 6.2 should also record the observation in the AIREP form and handed in to the meteorological office post flight.

Routes	FIR	ATS/MET REPORTING POINTS	COORDINATES
A462	Kolkata/Dhaka	BEMAK	225539 N 0885356 E
G463	Dhaka/Yangon	AVLED	214003 N 0922049 E

3. METEOROLOGICAL OBSERVATIONS AND REPORTS

6.2 Aircraft shall be exempted from making and reporting routine observations when,

- (a) the flight duration is 2 hours or less; or
- (b) the aircraft is at a distance from the next intended point of landing equivalent to 1 hour flying time or less; or
- (c) when the altitude of the flight is below 1500 meters (5000 feet); or
- (d) when the aircraft is flying over specified routes or areas where the network of surface observation is considered by regional Air Navigation agreement to be adequate for the provision of meteorological services for air navigation and at an altitude for which the ground based upper air observations are similarly considered to provide adequate information.

6.3 Reporting of low level wind shear

6.3.1 Pilots encountering wind shear shall report to ATC as soon as possible.

6.3.2 When reporting wind shear on radiotelephony, the information should be transmitted in following order:

- (a) Aircraft call-sign;
- (b) WIND SHEAR reports;
- (c) Time (of wind shear occurrence);
- (d) Position(of wind shear);
- (e) Intensity (moderate, strong or severe);
- (f) Average height of wind shear layer.

6.3.2 On receipt of wind shear report from a pilot, ATC will pass it to other aircraft in the vicinity. The following phraseology will be used.

“WIND SHEAR WARNING

ARRIVING (OR DEPARTING)..... (Type of aircraft)

REPORTED.....(MODERATE, STRONG, SEVERE)

WIND SHEAR IN APPROACH (OR DEPARTURE)

RUNWAY(NUMBER) AT.....(TIME)

HEIGHT OF WIND SHEAR LAYER.....(feet)”

ENR.1 GENERAL RULES AND PROCEDURES
ENR 1.1 GENERAL RULES

1 General

- 1.1 The Air Traffic Rules and Procedures applicable to Air Traffic in Bangladesh Territory conform with Annexes 2 and 11 to the Convention on International Civil Aviation and with the portions applicable to aircraft, of the Procedures for Air Navigation Services, Rules of the Air and Air Traffic Services, and the Regional Supplementary procedures applicable to the MID/ASIA Region, except in the cases indicated below. All differences have been registered with the International Civil Aviation Organization (ICAO).

Note:- Special flight operations which cannot be conducted in accordance with the provisions of Annex 2 and 11 to the Convention on International Civil Aviation or the Regional Supplementary Procedures MID/ASIA Region, such as air races, air displays, aerobatic flights, or certain aerial work operations require, prior to the commencement of the operation, a certificate of waiver which may be obtained from the Chairman, Civil Aviation Authority.

2 Radio Communication Failure Procedure

- 2.1 The procedures to be followed by aircraft required to maintain two-way radio communications experiencing radio equipment failure conform to those specified in ICAO Annex-2 Rules of the Air.
- 2.2 The Procedures to be followed by aircraft experiencing radio communication equipment failure whilst under radar control are specified in ENR 1.6-4

3 Air Traffic Advisory Service (ATAS).

3.1 Introduction

3.1.1 Provision of service.

- 3.1.2 Air Traffic Advisory Service is provided to aircraft conducting IFR flights within the advisory areas or advisory routes outside controlled airspace.

- 3.1.3 Advisory service and advisory routes are specified in ENR 3. Along the routes Air Traffic Advisory Service is provided above level 150. Aircraft operating below this level on such routes to be provided flight information services only.

3.2 Procedure Applicable to Aircraft using the ATAS.

- 3.2.1 IFR flights when operating along advisory routes, are expected to comply with the same procedures as those which apply to controlled flights except that:

- (a) The flight plan and changes thereto are not subjected to a clearance since the ATS furnishing Air Traffic Advisory Service, will only provide ADVICE on the presence of essential traffic or SUGGESTIONS as to a possible course of action.
- (b) It is the responsibilities of Pilot-in-Command of the aircraft to decide whether he will comply with the advice or suggestion received and to inform the ATS unit providing Air Traffic Advisory Services without delay of his decision.
- (c) Air-ground communication shall be made with the Air Traffic Services Unit designated to provide Air Traffic Advisory Service within the advisory airspace or portion thereof.

3.3 PROCEDURE APPLICABLE TO AIRCRAFT CROSSING ADR'S

3.1.1 Aircraft are expected to comply with the following procedures. -

- (a) Cross an advisory route as nearly as possible at an angle of 90 degrees to the direction of the route and at a level appropriate to its track, selected from the table of cruising levels (semi-circular system) for IFR flights.
- (b) Appropriate ATS Unit shall be informed before and after crossing in ADR.

4. Flight Information Service

Flight Information Service is provided by the Dhaka "Area Control Centre" within Dhaka FIR excluding the portion of the route L507 between AVPOP and ESDOT where the provision of Air Traffic Services from FL280 to FL460 is delegated to Kolkata ACC/FIC. However control of aircraft at or above FL 130 shall remain with Kolkata ATCC for provision of ATS.

5 Special Air Traffic Services Procedures for VVIP Flight (AIR TRAFFIC RESTRICTIONS)

5.1 The following procedure shall be enforced at all airports in Bangladesh when VVIP Flights are notified.

5.1.1 AERODROME CONTROL

No aircraft shall be allowed to land or depart from the aerodrome or operate in the circuit for the period:

- (a) 5 minutes before ETA of VVIP Flight till 'Door Open Time'.
- (b) 'Door Close Time' till 5 minutes after take-off.

Note-The Airport authorities may adjust the above timings to ensure that there is no disturbance during the period of ceremonies at the Airport and if required they may close the airfield to other operations.

ENR 1.6 RADAR SERVICES AND PROCEDURES

1. General

- 1.1 Radar Air Traffic Control Service will be provided in accordance with ICAO Doc 4444/PANS--ATM/(Rules of the Air and Air Traffic Service) to determine the position of aircraft with the main purpose of expediting the flow of Air Traffic as well as providing a smoother flight profile to aircraft by employing reduced horizontal separation standards.

2. Principles of Operations

- 2.1 The radar unit will operate during the notified hours of operation as an integral part of the parent ATS units and will provide radar control service to aircraft subject to volume of traffic, limitations of radar controllers workload, equipment capabilities, communication difficulties, radar coverage and at the discretion of ATC. The radar controller has complete discretion in determining the extent of services to be provided.
- 2.2 The identification of each aircraft shall be established and maintained wherever radar separation is applied between two or more aircraft.
- 2.3 When exercising radar control, the radar controller has complete freedom to instruct an aircraft to turn in any direction as dictated by circumstances. A pilot will know when radar services are being provided because the radar controller will use the following call sign(s): -
- a) Aircraft within the area of Dhaka ACA – Dhaka Approach
 - b) Aircraft under Dhaka control – Dhaka Radar (on request)
- Radar Range – Primary 80 NM, Secondary – 200 NM.
- 2.4 A pilot will be advised when radar service is discontinued or whenever radar identification is lost.
- 2.5 Radar control will be exercised outside controlled airspace only in respect of aircraft which are intending to enter or cross controlled airspace.
- 2.6 Radar assistance will be provided to aircraft flying outside controlled airspace at the request of the pilot. The extent to which this assistance can be provided will be determined by the radar controller and it should be borne in mind that the sudden appearance of unknown aircraft on the radar display; the inability of the radar controller to predict changes of flight paths of these aircraft may prevent or neutralize avoiding action. This assistance therefore, cannot always guarantee to provide positive separation from unknown aircraft.

- 2.7 Controlled aircraft should not be vectored into uncontrolled airspace except in case of emergency or in order to circumnavigate severe weather (in which cases the pilot should be so informed) or at the specific request of the pilot.

3. Minimum Radar Separation

- 3.1 Within the coverage area of primary radar, separation is 5 (five) nautical miles.
- 3.2 Outside the coverage area of primary radar but within the coverage of SSR, inside Dhaka FIR the separation is 10 (ten) nautical miles.
- 3.3 Radar separation will not be applied between aircraft holding over the same navigational aid.

4. Transfer of Control Procedures

- 4.1 Inbound aircraft shall contact Dhaka control on **125.700 MHz/126.700 MHz**. When radar services is provided, the aircraft will be asked to change to Dhaka Approach on **121.300 MHz**.
- 4.2 When within the area of Dhaka ACA, inbound aircraft will be hand over to Dhaka Approach on **121.300 MHz**.
- a) Dhaka Approach will hand over inbound aircraft to Dhaka tower on **118.300 MHz** when on final approach or when field-in-sight for visual approach.
 - b) Departing aircraft will receive aerodrome information, taxi instruction from Dhaka Ground on **121.800 MHz**, ATC clearance and departure clearance will receive from Dhaka Tower on **118.300 MHz**.
 - c) Dhaka Tower will advise departing aircraft to contact Dhaka Approach on 121.300 MHz immediately after departure. Dhaka Approach will hand over departing aircraft to Dhaka Control on **125.700 MHz/126.700 MHz** as appropriate when the aircraft is leaving the TMA.
 - d) Dhaka Tower will issue departure clearance after coordination with Dhaka Approach.

5. Surveillance Radar Approach

- 5.1 When considered practicable and operationally necessary surveillance radar approach will be provided and will be terminated at 2 nautical miles from touch down.

5.0 Weather Deviation Procedures in the Dhaka FIR.

General procedures

- 7.1 The following procedures are intended to provide guidance. All possible circumstances cannot be covered. The pilot's judgment shall ultimately determine the sequence of actions taken and ATC shall render all possible assistance.
- 7.2 If the aircraft is required to deviate from track to avoid weather and prior clearance cannot be obtained, an air traffic control clearance shall be obtained at the earliest possible time. In the meantime, the aircraft shall follow the procedures detailed in paragraph 7.9 below.
- 7.3 The pilot shall advise ATC when weather deviation is no longer required, or when a weather deviation has been completed and the aircraft has returned to the centerline of its cleared route.
- 7.4 When the pilot initiates communications with ATC, rapid response may be obtained by stating "WEATHER DEVIATION REQUIRED" to indicate that priority is desired on the frequency and for ATC response.
- 7.5 The pilot still retains the option of initiating the communications using the urgency call "PAN PAN" to alert all listening parties to a special handling condition, which may receive ATC priority for issuance of clearance or assistance.
- 7.6 When controller-pilot communications are established, the pilot shall notify ATC and request clearance to deviate from track, advising, when possible, the extent of the deviation expected. ATC will take one of the following actions:
- (a) if there is no conflicting traffic in the horizontal dimension, ATC will issue clearance to deviate from track; or
 - (b) if there is conflicting traffic in the horizontal dimension, ATC will separate aircraft by establishing vertical separation or, if unable to establish vertical separation, ATC shall;
 - i) advise the pilot of inability to issue clearance for requested deviation,
 - ii) advise pilot of conflicting traffic,
 - iii) request pilot's intentions.

SAMPLE PHRASEOLOGY:

"Unable (requested deviation), traffic is (call-sign, position, altitude, direction), advise intention."

- 7.7 The pilot will take the following actions:
- (a) Advise ATC of intentions by the most expeditious means available.
 - (b) Comply with air traffic control clearance issued or....
 - (c) Execute the procedures detailed in 7.9 below. (ATC will issue essential traffic information to all affected aircraft).
 - (d) If necessary, establish voice communications with ATC to expedite dialogue on the situation.

Actions to be taken if a revised air traffic control clearance cannot be obtained

7.8 The pilot shall take the actions listed below under the provision that the pilot may deviate from rules of the air (e.g. the requirement to operate on route or track center line unless otherwise directed by ATC), when it is absolutely necessary in the interests of safety to do so.

7.9 If a revised air traffic control clearance cannot be obtained and deviation from track is required to avoid weather, the pilot shall take the following actions:

- (a) if possible, deviate away from an organized track or route system;
- (b) establish communication with and alert nearby aircraft by broadcasting, at suitable intervals: flight identification, flight level, aircraft position (including the ATS route designator or the track code) and intentions (including the magnitude of the deviation expected) on the frequency in use, as well as on frequency **121.500 MHz** (or, as a back-up, the VHF inter-pilot air-to-air frequency **123.450 MHz**); ←
- (c) watch for conflicting traffic both visually and by reference to ACAS;
- (d) turn on all aircraft exterior lights (commensurate with appropriate operating limitations);
- (e) for deviation of up to 10 NM, aircraft should remain at the level assigned by ATC;
- (f) for deviations of greater than 10 NM, when the aircraft is approximately 10 NM from track, initiate a level change based on the following criteria:

Route center line track	Deviations>10 NM	Level change
EAST 000-179° magnetic	LEFT	DESCEND 300 ft
	RIGHT	CLIMB 300 ft
WEST 180-359° magnetic	LEFT	CLIMB 300 ft
	RIGHT	DESCEND 300 ft

Note: 7.9 (b) and (c) above calls for the pilot to: broadcast aircraft position and pilot's intentions, identify conflicting traffic and communicate air-to-air with nearby aircraft. If the pilot determines that there is another aircraft at or near the same FL with which his aircraft might conflict, then the pilot is expected to adjust the path of the aircraft, as necessary, to avoid conflict.

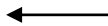
- (g) if contact was not established prior to deviating, continue to attempt to contact ATC to obtain a clearance. If contact was established, continue to keep ATC advised of intentions and obtain essential traffic information.
- (h) when returning to track, be at its assigned flight level, when the aircraft is within approximately 10 NM of center line.
- (i)

8.0 Special Procedures to Mitigate Wake Turbulence Encounters and Distracting Aircraft System Alerts in the Oceanic Airspace of the Dhaka FIR.

8.1 The following special procedures are applicable to mitigate wake turbulence or distracting aircraft system alert (e.g. ACAS, Ground Proximity Warning System (WGPS) in airspace where RVSM is applied:

Note: in the contingency circumstances below, ATC will not issue clearances for lateral offsets and will not normally respond to actions taken by the pilots.

- 8.2 An aircraft that encounters wake vortex turbulence or experiences distracting aircraft system alerts shall notify ATC and request a flight level, track or speed change to avoid the condition. However, in situations where such a change is not possible or practicable, the pilot may initiate the following temporary lateral offset procedure with the intention of returning to centerline as soon as practicable:
- (a) the pilot should establish contact with other aircraft. if possible, on the appropriate VHF inter-pilot air to air frequency, **123.450 MHz**; and 
 - (b) one (or both) aircraft may initiate lateral offset(s) up to 2 NM either Left or Right of track, provided that;
 - i) as soon as practicable to do so, the offsetting aircraft notify ATC that temporary lateral offset action has been taken and specify the reason for doing so (ATC will not normally respond); and
 - ii) the offsetting aircraft notify ATC when re-established on assigned route(s) or track(s) (ATC will not normally respond).
9. **Flight Planning Requirement.**
- 9.1 Unless special arrangement is made as detailed below, RVSM approval is required for operators and aircraft to operate within designated RVSM airspace. The operator must determine that the appropriate State authority has granted them RVSM operational approval and they will meet the RVSM requirements for the filed route of flight and any planned alternate routes. The letter “**W**” shall be inserted in item 10 (Equipment) of the ICAO standard flight plan to indicate that both the aircraft and operator are RVSM approved.
- 9.2 Procedures for Operation of Non-RVSM Compliant Civil Aircraft in RVSM airspace.
- 9.2.1 Non-RVSM compliant civil aircraft shall not file flight plan between FL290 and FL410 inclusive within RVSM airspace, except non-RVSM civil aircraft unable to fly to an appropriate destination at or below FL280 and unable to fly at or above FL410 may, after special coordination as detailed in 9.2.2 below, flight plan at RVSM flight levels in the RVSM stratum provided the aircraft:
- (a) is being initially delivered to the state of registry or operator; or
 - (b) was formerly RVSM approved but has experienced an equipment failure and is being flown
 - (c) to a maintenance facility for repair in order to meet RVSM requirements and / or obtain approval; or
 - (d) is transporting a spare engine mounted under the wing; or
 - (e) is being utilized for mercy or humanitarian purposes; or
 - (f) is a State aircraft.
- 9.2.2 Aircraft operators requesting approval as above shall:
- (a) if departing within Dhaka FIR, obtain approval from Dhaka Area Control Center normally not more than 12 hrs and not less than 4 hrs prior to the intended departure time. Dhaka Area Control Center will provide notification of approval via Fax or E-mail or AFTN; or



- (b) if transiting Dhaka FIR notify Dhaka Area Control Center after approval is received from the first affected center and prior to departure. (Note that filing of flight plan is not appropriate notification), and
- (c) include the remarks “APVD non RVSM” in field 18 of the ICAO flight plan.

9.2.3 Contact details for approval request or notification are as follows:

Dhaka Area Control Center

Telephone : +880-2-8901463
AFTN : VGFRZQZX
E-mail : acc_dhaka@caab.gov.bd
Fax : +880-2- 8901924

9.2.4 Non RVSM aircraft operation in the RVSM stratum will be separated from all other aircraft by a minimum 2,000 ft vertical separation.

9.2.5 This approval processes is intended exclusively for the purposes indicated above, and not as a means to circumvent the normal RVSM approval process.

10. Procedures for Operation of Non-RVSM Compliant State Aircraft in RVSM airspace.

10.1 Operation of State aircraft (military, customs or police service) that are not RVSM compliant may flight plan within Dhaka FIR RVSM airspace in accordance with the requirement of paragraph 9.2.2(b), 9.2.2(c), 9.2.3 and 9.2.4. Also, Bangladesh requires operators of State aircraft that are not RVSM approved intending to operate in Dhaka FIR to notify Dhaka Area Control Center not more than 72 hrs and not less than 4 hrs prior to the intended departure time. If transiting Dhaka FIR, notify Dhaka Area Control Center of intentions prior to departure. (Note that filing of flight plan is not appropriate notification. Notification constitutes approval).

11. Separation applied to non-RVSM compliant aircraft and Provision for continuous Climb/ Descent of non-compliant aircraft through RVSM airspace.

11.1 VERTICAL SEPARATION APPLIED. It should be noted that RVSM approved aircraft will be given priority for level allocation over non-RVSM approved aircraft. The vertical separation minimum between non- RVSM aircraft operating in the RVSM stratum and all other aircraft is 2000 ft.

11.2 CLIMB AND DESCENT THROUGH RVSM AIRSPACE. Non- RVSM compliant aircraft may be cleared to climb to and operate above FL410 or descend to and operate below FL290 provided that they

- (a) Do not climb or descent at less than the normal rate for the aircraft and
Do not level off at an intermediate level while passing through the RVSM stratum.

ENR 1.12 INTERCEPTION OF CIVIL AIRCRAFT

1. Interception procedures

The following procedures and visual signals are applicable in the event of interception of an aircraft over the territory and territorial waters of Bangladesh.

- (i) Interception of civil aircraft shall be governed by appropriate regulations and administrative directives issued by the Chairman in compliance with the Convention on International Civil Aviation.
- (ii) The pilot-in-command of a civil aircraft, when intercepted, shall comply with the instructions as published by the Chairman.
- (iii) If a Bangladesh registered aircraft or an aircraft operated by a Bangladeshi operator, while over flying the territory of another contracting state, is intercepted by the authority of that State shall follow the applicable rules of that authority.

1.1 An aircraft which is intercepted by another aircraft shall immediately to:

- (a) follow the instructions given by the intercepting aircraft, interpreting and responding to the visual signals listed in ENR 1.12-2, ENR 1.12-3, ENR 1.12-4 and ENR 1.12-5
- (b) notify, if possible, the appropriate air traffic services unit;
- (c) Attempt to establish radio communication with the Intercepting aircraft or with the appropriate intercept control unit, by making a general call on the emergency frequency **121.500 MHz**, giving the identity and position of the aircraft and the nature of the flight.

2. If radio contact with the intercepting aircraft is established but communication in a common language is not possible, attempts shall be made to convey instructions and acknowledgement of instructions and essential information by using the following phrases and pronunciations, and transmitting each phrase twice:

<u>Phrase</u>	<u>Pronunciation</u>	<u>Meaning</u>
CALL SIGN (Call- sign)	<u>KOL</u> SA-IN	MY call-sign is (call-sign)
WILCO	<u>VILL</u> -KO	Understood will comply
CANNOT	<u>KANN</u> NOTT	Unable to comply
REPEAT	REE- <u>PEET</u>	Repeat your instruction
AMLOST	<u>AM</u> - <u>LOSST</u>	Position unknown
MAYDAY	<u>MAY</u> <u>DAY</u>	I am in distress
HIJAK	<u>HI</u> - <u>JAK</u>	I have been hijacked
LAND (place name)	LAAND (place name)	I request to land at (place name)
DESCEND	DEE- <u>SEND</u>	I require descent

- (1) In the second column, syllables to be emphasized are underlined.
- (2) The call sign required to be given is that used in radio telephony communications with Air Traffic services units and corresponding to the aircraft identification in the flight plan.
- (3) Circumstances may not always permit nor make desirable, the use of the phrase "HIJACK"

Note: The following phrases are expected to be used by the intercepting aircraft in the circumstances described above: -

Phrase	Pronunciation	Meaning
CALL SIGN	<u>KOL</u> SIGN	what is call-sign
FOLLOW	<u>FOL</u> -LO	Follow me
DESCEND	DEE- <u>SEND</u>	Descend for landing
YOU LAND	<u>YOU LAAND</u>	Land at this aerodrome
PROCEED	PRO- <u>SEED</u>	You may proceed

3. If any instructions received by radio from any sources conflict with those given by the intercepting aircraft by visual signals, the intercepted aircraft shall request immediate clarification while continuing to comply with the visual instructions given by the intercepting aircraft.
4. If any instructions received by radio from any sources conflict with those given by the intercepting aircraft by radio, the intercepted aircraft shall request immediate clarification while continuing to comply with the radio instructions given by the intercepting aircraft.
5. The visual signals are detailed in the following table:
Signals initiated by intercepting aircraft and responses by intercepted aircraft.

Series	Intercepting Aircraft Signals	Meaning	Intercepted Aircraft Responds	Meaning
1.	DAY: Rocking wings from a position slightly above and ahead of normally to the left of the intercepted aircraft and after acknowledgement, a slow level turn, normally to the left,(or to the right in the case of a helicopter) on the desired heading. NIGHT: Same, and in addition, flashing navigational lights at irregular intervals. Note:1. Meteorological conditions or terrain may require the intercepting aircraft to take up a position in front and to right of the intercepted aircraft and to make the subsequent turn to the right.	You have been intercepted. Follow me.	AEROPLANES: At Day: Rocking and following. At Night: Same, and in addition, flashing navigational lights at irregular intervals. HELICOPTERS: DAY or NIGHT – Rocking aircraft, flashing navigational lights at irregular intervals and following.	Understood, will comply.

ENR 2 AIR TRAFFIC SERVICES AIRSPACE
ENR 2.1 FIR, CTR, ACA, TMA

1. FLIGHT INFORMATION REGION, CONTROL ZONES AND TERMINAL CONTROL AREA

Name Lateral limits Vertical limits Class of Airspace	Unit providing service	Call sign Languages Hours of service	Freq. Purpose	Remarks
1	2	3	4	5
Dhaka Flight Information Region 2100 N 09200 E 2138 N 08910 E then along the national boundary until it meets the Yangon FIR boundary at 2209 N 09237 E 2100 N 09200 E <u>UNL</u> GND/WATER G	Dhaka ACC(Upper): FM FL285 to FL460 and Dhaka ACC (Lower): FM GND to FL285	Dhaka ACC (Upper) & Dhaka ACC (Lower): FM 0200 to 1400. Dhaka Control :1400 to 0200(next day) EN	ACC(upper):125.700 MHz, ACC(lower): 126.700 MHz and Dhaka Control 125.700 MHz	Except Dhaka CTR, CGP CTR and other Aerodrome control's jurisdiction and ATS Route L507 (responsibility for the provision of air traffic services within the Route L507 between FL280 and FL 460 is delegated to Kolkata ACC/FIC. However control of aircraft at or above FL 130 shall remain with Kolkata ATCC for provision of ATS)
Dhaka Control Zone A circle of 25 NM radius centered on Dhaka VOR (234927.42N0902446.52E) except that portion which falls North of the straight line joining points 241147 N 0903711 E 241147 N 0901221 E <u>FL 055</u> GND/WATER C	Dhaka TWR	Dhaka TWR EN H24	118.300 MHz (PRI), 119.300 MHz (SRY)	

Name	Unit	Call sign	Freq.	
Lateral Limits Vertical Limits Class of Airspace	Providing Service	Languages Hours of Service	Purpose	Remarks
1	2	3	4	5
Chattogram control Zone A circle of 25 NM radius centered on Chattogram VOR (221527.90N 0914938.98 E) <u>FL 145</u> GND /WATER C	Chattogram Tower	Chattogram Tower EN HO	118.400 MHz (PRI) 119.400 MHz (SRY)	
Sylhet Control Zone A circle of 20 NM radius Centered on Sylhet VOR (245747.75 N 915142.06 E) Except that portion which Falls within Kolkata /Guwahati FIR <u>FL 075</u> GND /WATER C	Sylhet TWR	Sylhet TWR EN HO	122.900 MHz (PRI) 122.500 MHz (SRY)	NIL
Dhaka Terminal Control Area A circle of 50 NM radius centered on Dhaka VOR excluding the area which falls within Indian territory & North of the straight line joining Points 241147 N 0911340 E 241147 N 0893552 E <u>FL 460</u> FL 055 C	Dhaka ACC (Upper) and Dhaka ACC (Lower)	Dhaka Control EN H24	125.700 MHz and 126.700 MHz	FM 0200-1400 UTC both upper & lower. FM 1400 to 0200(next day) Dhaka Control freq 125.7 MHz

ENR 3 ATS ROUTES
ENR 3.1 ATS ROUTES (INTERNATIONAL and DOMESTIC)

Route Designator (RNP/RNAV) Name of Significant Points Coordinates	Track (MAG) DIST (GEO) ↓↑	Upper Limits Lower Limits MEA Airspace Classification	Lateral Limits (NM)	Direction of Cursing Levels		Remarks Controlling Unit Frequency
				Odd	Even	
1	2	3	4	5		6
L507 (RNP 10)						
▲ AVPOP 221809N 0890050E			20	↓	↑	Airway The portion of Route L507 between AVPOP and ESDOT from FL 280 to FL 460 is delegated to Kolkata ACC/FIC for the provision of ATS only. However, control of aircraft at or above FL 130 shall remain with Kolkata ATCC for provision of ATS. Kolkata ACC 120.700/125.900 MHz
	<u>124°</u> 304° 102.9 NM	<u>FL 460</u> FL 280 4 000 ft Class D				
▲ ESDOT 212045N 0903250E						
A201						
▲ AGARTALA DVOR/DME (AAT) 235325N 0911419E			10	↓	↑	Airway Minimum cruising Level FL 270 Dhaka ACC 126.700/125.700 MHz Military training area (VGR 7) below airway
	<u>285°</u> 105° 46.5 NM	<u>FL 460</u> FL 265 2 000 ft Class B				
△ BOGEP (ABM DAC VOR) 240408N 0902450E						
	<u>285°</u> 105° 100.8 NM					
▲ RAJSHAHI DVOR/DME (RAJ) 242620.36N 0883654.83E						
	<u>295°</u> 115° 35.3 NM					
▲ TEBID 244102N 0880150E				↑		

Route Designator (RNP/RNAV) Name of Significant Points Coordinates	Track (MAG) DIST (GEO) ↓/↑	Upper Limits Lower Limits MEA Airspace Classification	Lateral Limits (NM)	Direction of Cursing Levels		Remarks Controlling Unit Frequency
				Odd	Even	
1	2	3	4	5		6
A462						
▲ DHAKA DVOR/DME (DAC) 234927.42N 0902446.52E			10			Airway
	<u>237°</u> 057° 24.1 NM	<u>FL 460</u> 2 000 ft 2 000 ft Class C				When approach (RADAR) service is not in progress: Dhaka TWR 118.300 MHz within Dhaka CTR and Dhaka ACC 126.700/125.700 MHz outside Dhaka CTR.
▲ AKEVO 233603N 0900250E						When approach (RADAR) service is in progress: Dhaka Approach 121.300 MHz within Dhaka CTR and part of Dhaka TMA (upto FL 155) and beyond that Dhaka ACC 126.700/125.700 MHz.
	<u>237°</u> 057° 25.7 NM	<u>FL 460</u> FL 55 2 000 ft Class C				
▲ IKOGU 232239N 0893850E						
	<u>237°</u> 057° 49.2 NM	<u>FL 460</u> FL 75 2 000 ft Class B				
▲ BEMAK 225539N 0885356E						
A599						
▲ CHATTOGRAM DVOR/DME (CTG) 221527.90N 0914938.98E			10			Airway: outside Chattogram CTR
	<u>082°</u> 262° 25.0 NM	<u>FL 460</u> 3 500 ft /FL 145 3 000 ft Class C/B				Dhaka ACC 126.700/ 125.700 MHz outside Chattogram CTR CTG TWR 122.200 MHz (HO) within Chattogram CTR.
Δ 25DME CTG						
	<u>082°</u> 262° 26.6 NM	<u>FL 460</u> FL 245 3 000 ft Class B	20			Aircraft are to make simultaneous broadcast of Lashio Position to Kolkata and Yangon
▲ CHILA 222303N 0924456E						

Route Designator (RNP/RNAV) Name of Significant Points Coordinates	Track (MAG) DIST (GEO) ↓↑	Upper Limits Lower Limits MEA Airspace Classification	Lateral Limits (NM)	Direction of Cursing Levels		Remarks Controlling Unit Frequency
				Odd	Even	
1	2	3	4	5		6
B209						
▲ AVNAK 242143.54N 0882844.35E			10	↓		Airway Dhaka ACC 126.700/ 125.700 MHz
	059° 239° 8.7 NM	FL 460 FL 115 2 700 ft Class B				
▲ RAJSHAHI DVOR/DME (RAJ) 242620.36N 0883654.83E				↑		
B465						
▲ SUMAG 223539N 0885626E			10	↓		Airway BTN FL 460 & FL 115 Dhaka ACC 126.700/ 125.700 MHz outside Chattogram CTR
	097° 277° 136.2 NM	FL 460 FL 115 2 000 ft Class B				
▲ DAKID 221833N 0912250E						
	097° 277° 25.0 NM	FL 460 2 000 ft 2 000 ft Class C/B		↓		CTG TWR 118.400 MHz (HO) within Chattogram CTR
▲ CHATTOGRAM DVOR/DME (CTG) 221527.90N 0914938.98E						
	094° 274° 24.8 NM			↑		
▲ AVDAX 221333N 0921625E						
	094° 274° 22.0 NM	FL 460 FL 245 3 500 ft Class B	20	↓		Airway BTN FL 460 & FL 245 Dhaka ACC 126.700/ 125.700 MHz
▲ APAGO 221211N 0923858E						

Route Designator (RNP/RNAV) Name of Significant Points Coordinates	Track (MAG) DIST (GEO) ↓↑	Upper Limits Lower Limits MEA Airspace Classification	Lateral Limits (NM)	Direction of Cursing Levels		Remarks Controlling Unit Frequency
				Odd	Even	
1	2	3	4	5		6
B593						
▲ NOKAT 224727N 0885630E			10			Airway BTN FL 460 & FL 75
	073° 253° 60.0 NM	FL 460 FL 75 2 000 ft Class B			Dhaka ACC 126.700/ 125.700 MHz	
▲ BAVAN 230528N 0895838E					Dhaka Approach 121.300 MHz within Dhaka TMA when approach (RADAR) service is in progress.	
	073° 253° 26.8 NM	FL 460 FL 75 2 000 ft Class C			Military training area (VGR 25) below airway	
▲ AGUNO 231315N 0902633E					Route segment between CML VOR and AAT VOR within KOLKATA FIR	
	073° 253° 43.1 NM	FL 460 FL 75 2 000 ft Class C			Route segment between VOR (AAT) and IBAPA bidirectional between FL 300 & FL 460.	
▲ CUMILLA DVOR/DME (CML) 232600.03N 0911124.93E					Route at & below FL 290 is available for East bound aircraft only and aircraft to maintain Odd Level (East bound) between VOR (AAT) & VOR (GGT).	
	007° 187° 27.4 NM	FL 460 FL 75 2 000 ft Class C				
▲ AGARTALA DVOR/DME (AAT) 235325E 0911419E						
	009° 189° 77.9 NM	FL 460 FL 75 2 000 ft Class B/C				
▲ IBAPA 251102N 0912609E						
B594						
▲ CUMILLA DVOR/DME (CML) 232600.03N 0911124.93E			10			Airway
	160° 340° 54.3 NM	FL 460 FL 245 4 000 ft Class B				Dhaka ACC 126.700/125.700 MHz

Route Designator (RNP/RNAV) Name of Significant Points Coordinates	Track (MAG) DIST (GEO) ↓/↑	Upper Limits Lower Limits MEA Airspace Classification	Lateral Limits (NM)	Direction of Cursing Levels		Remarks Controlling Unit Frequency
				Odd	Even	
1	2	3	4	5		6
▲ ONEKA 223448.00N 0913214.00E			10	↓	↑	Dhaka ACC 126.700/125.700 MHz
	141° 321° 25.0 NM	FL 460 FL 245 4 000 ft Class B				FPLs shall also be addressed to Kolkata FIC (VECFZQZX)
▲ CHATTOGRAM DVOR/DME (CTG) 221527.90N 0914938.98 E						
G463						
▲ TEBID 244102N 0880150E			10	↓	↑	Airway
	115° 295° 35.1 NM	FL 460 FL 115 2 000 ft Class B				When approach (RADAR) service is not in progress: Dhaka TWR 118.300 MHz within Dhaka CTR and Dhaka ACC 126.700/125.700 MHz outside Dhaka CTR.
▲ RAJSHAHI DVOR/DME (RAJ) 242620.36N 0883654.83E						
	110° 290° 55.1 NM	FL 460 FL 75 2 000 ft Class B				
▲ IDLOX 240707N 0893341E						
	110° 290° 25.8 NM	FL 460 FL 55 2 000 ft Class C				
▲ OLPAS 235754N 0895905E						
	110° 290° 24.1 NM	FL 460 FL 55 2 000 ft Class C				
▲ DHAKA DVOR/DME (DAC) 234927.42N 0902446.52E						
	141° 321° 24.8 NM	FL 460 2 000 ft 2 000 ft Class C				
▲ KANDI 233013N 0904205E						
	141° 321° 12.8 NM	FL 460 FL 55 2 000 ft Class C				
▲ ONIVU 232015N 0905101E						
	141° 321° 12.1 NM	FL 460 FL 55 2 000 ft Class C				

Route Designator (RNP/RNAV) Name of Significant Points Coordinates	Track (MAG) DIST (GEO) ↓/↑	Upper Limits Lower Limits MEA Airspace Classification	Lateral Limits (NM)	Direction of Cursing Levels		Remarks Controlling Unit Frequency
				Odd	Even	
1	2	3	4	5		6
▲ ADMIL 231051N 0905926E			10	↓		Airway
	<u>141°</u> 321° 25.2 NM	<u>FL 460</u> FL 75 2 000 ft Class B				Dhaka ACC 126.700/125.700 MHz outside Chattogram CTR.
△ 75 DME DAC						
225127.75N 0911707.25E	<u>141°</u> 321° 21.6 NM	<u>FL 460</u> FL 115 3 000 ft Class B				Chattogram TWR 118.400 MHz within Chattogram CTR
▲ ONEKA 223448N 0913214E						
	<u>141°</u> 321° 25.0 NM	<u>FL 460</u> FL 145 3 500 ft Class C/B				
▲ CHATTOGRAM DVOR/DME (CTG) 221527.90N 0914938.98E						
	<u>141°</u> 321° 24.6 NM					
▲ TANAP 215627N 0920637E			20	↑		Airway
	<u>141°</u> 321° 20.9 NM	<u>FL 460</u> FL 245 4 500 ft Class B				Dhaka ACC 125.700/126.700 MHz
▲ AVLED 214003N 0922049E						
R344						
▲ REDAP 245400N 0881115E			10	↓		Airway
	140° 36.1 NM	<u>FL 460</u> FL 115 2 000 ft Class B				Dhaka ACC 125.700 MHz/ 126.700 MHz. Route segment BTN KTM VOR and RAJ VOR is unidirectional.
▲ RAJSHAHI DVOR/DME (RAJ) 242620.36N 0883654.83E						

Route Designator (RNP/RNAV) Name of Significant Points Coordinates	Track (MAG) DIST (GEO) ↓/↑	Upper Limits Lower Limits MEA Airspace Classification	Lateral Limits (NM)	Direction of Cursing Levels		Remarks Controlling Unit Frequency
				Odd	Even	
1	2	3	4	5		6
R472						
▲ AGODA 241920N 0883606E			10	↓		Airway
	005° 185° 7.0 NM	FL 460 FL 115 2 000 ft Class B				Dhaka ACC 126.700/ 125.700 MHz.
▲ RAJSHAHI DVOR/DME (RAJ) 242620.36N 0883654.83E						
	057° 237° 90.9 NM				↑	Route segment between ATOGA-VOR (GGT)- BIPUL is within Kolkata FIR and Guwahati SUB FIR.
▲ ATOGA 251602N 0900102E			20			
	059° 239° 100.0 NM	FL 460 FL 245 8 000 ft Class E				
▲ GUWAHATI DVOR/DME (GGT) 260802.85N 0913552.50E					↓	Route segment between VOR (GGT) and DOXAG via VOR (SYT) is unidirectional.
	169° 58.8 NM	FL 280 FL 120 9 500 ft Class D				
▲ BIPUL 251010.70N 0914855.74E						Aircraft to Flight Plan and maintain Even Level from GGT VOR to AAT VOR via R472.
	169° 12.6 NM	FL 280 FL 75 6 000 ft Class B	10			
▲ SYLHET DVOR/DME (SYT) 245747.75N 0915142.06E						
	208° 20.0 NM	FL 280 FL 75 2 000 ft Class B			↓	Dhaka ACC 125.700 MHz/ 126.700 MHz
▲ PORUN 244005.25N 0914123.11E						
	208° 20.0 NM	FL 280 FL 75 2 600 ft Class B				
▲ PAPLI 242222.30N 0913105.62E						
	208° 26.9 NM	FL 280 FL 75 2 000 ft Class B				

Route Designator (RNP/RNAV) Name of Significant Points Coordinates	Track (MAG) DIST (GEO) ↓/↑	Upper Limits Lower Limits MEA Airspace Classification	Lateral Limits (NM)	Direction of Cursing Levels		Remarks Controlling Unit Frequency
				Odd	Even	
1	2	3	4	5		6
▲ DOXAG 235824.73N 0911715.74E				↓		Route segment between DOXAG and VOR (AAT) is within KOLKATA FIR.
	208° 5.6 NM	FL 280 FL 75 2 600 ft Class B				
▲ AGARTALA DVOR/DME (AAT) 235325N 0911419E						
R598						
▲ AGODA 241920N 0883606E			10	↓		Airway Dhaka ACC 126.700/ 125.700 MHz
	005° 185° 7.0 NM	FL 460 FL 115 2 000 ft Class B				
▲ RAJSHAHI DVOR/DME (RAJ) 242620.36N 883654.83E						
	012° 192° 46.7 NM	FL 460 FL 95 2 000 ft Class F/G				
▲ MIGOP 251220N 0884708E						
	012° 192° 10.0 NM					
▲ VINAD 252214N 0884920E						
	012° 192° 24.0 NM					
▲ SAIDPUR DVOR/DME (SDP) 254551.96N 0885433.95E						
	043° 223° 26.7 NM					
▲ VANTU 260532N 0891440E			↑			

Route Designator (RNP/RNAV) Name of Significant Points Coordinates	Track (MAG) DIST (GEO) ↓/↑	Upper Limits Lower Limits MEA Airspace Classification	Lateral Limits (NM)	Direction of Cursing Levels		Remarks Controlling Unit Frequency
				Odd	Even	
1	2	3	4	5		6
W1						
▲ DHAKA DVOR/DME (DAC) 234927.42N 0902446.52E			10	↓		When approach (RADAR) service is not in progress: Dhaka TWR 118.300 MHz within Dhaka CTR and Dhaka ACC 126.700/125.700 MHz outside Dhaka CTR. When approach (RADAR) service is in progress: Dhaka Approach 121.300 MHz within Dhaka CTR and part of Dhaka TMA (upto FL 155) and beyond that Dhaka ACC 126.700/125.700 MHz. Airway Dhaka ACC 125.700/126.700 MHz outside Sylhet CTR Sylhet TWR 122.900 MHz within Sylhet CTR
	050° 230° 24.9 NM	FL 460 2 000 ft 2 000 ft Class C				
▲ LATIM 240530N 0904545E						
	050° 230° 9.1 NM	FL 460 FL 55 2 000 ft Class C				
▲ NIKLI 241145N 0905300E						
	050° 230° 32.9 NM	FL 255 FL 75 4 000 ft Class B				
▲ IKIPI 243321.74N 0912024.69E						
	050° 230° 17.4 NM	FL 255 FL 75 4 000 ft Class B				
▲ TUPLO 244446.44N 0913459.52E						
	050° 230° 19.9 NM	FL 255 FL 75 2000 ft Class C/B				
▲ SYLHET DVOR/DME (SYT) 245747.75N 0915142.06E						

Route Designator (RNP/RNAV) Name of Significant Points Coordinates	Track (MAG) DIST (GEO) ↓/↑	Upper Limits	Lateral Limits (NM)	Direction of Cursing Levels		Remarks Controlling Unit Frequency		
		Lower Limits MEA Airspace Classification		Odd	Even			
1	2	3	4	5		6		
W2								
▲ DHAKA DVOR/DME (DAC) 234927.42N 902446.52E			10			When approach (RADAR) service is not in progress: Dhaka TWR 118.300 MHz within Dhaka CTR and Dhaka ACC 126.700/125.700 MHz outside Dhaka CTR. When approach (RADAR) service is in progress: Dhaka Approach 121.300 MHz within Dhaka CTR and part of Dhaka TMA (upto FL 155) and beyond that Dhaka ACC 126.700/125.700 MHz.		
	<u>243°</u> 063° 24.9 NM	<u>FL 460</u> 2 000 ft 2 000 ft Class C						
▲ OPOA 233741N 0900043E								
	<u>243°</u> 063° 24.9 NM	<u>FL 460</u> FL 55 2 000 ft Class C						
▲ IBANU 232550N 0893644E								
	<u>243°</u> 063° 28.7 NM	<u>FL 255</u> FL 75 2 000 ft Class B/D						
▲ JASHORE DVOR/DME (JSR) 231206.37N 0890910.39E						Jashore TWR 123.200 MHz within Jashore ATZ.		
W3								
▲ DHAKA DVOR/DME (DAC) 234927.42N 902446.52E			10			When approach (RADAR) service is not in progress: Dhaka TWR 118.300 MHz within Dhaka CTR and Dhaka ACC 126.700/125.700 MHz outside Dhaka CTR and Saidpur CTR. When approach (RADAR) service is in progress: Dhaka Approach 121.300 MHz within Dhaka CTR and part of Dhaka TMA (up to FL 155) and beyond that Dhaka ACC 126.700/125.700 MHz.		
	<u>305°</u> 125° 24.9 NM	<u>FL 460</u> 2 000 ft 2 000 ft Class C						
▲ MEXIV 240347.87N 0900223.17E								
	<u>305°</u> 125° 14.0 NM	<u>FL 460</u> FL 55 2 000 ft Class C						
								

Route Designator (RNP/RNAV) Name of Significant Points Coordinates	Track (MAG) DIST (GEO) ↓/↑	Upper Limits Lower Limits MEA Airspace Classification	Lateral Limits (NM)	Direction of Cursing Levels		Remarks Controlling Unit Frequency
				Odd	Even	
1	2	3	4	5		6
▲ TEGAK 241151N 0894945E			10	↓		Airway Dhaka ACC 125.700/126.700 MHz outside Saidpur CTR Saidpur TWR 128.900 MHz within Saidpur CTR
	305° 125° 14.3 NM	FL 255 FL 75 2 000 ft Class B				
▲ BELKU 242002N 0893650E						
	336° 156° 35.4 NM	FL 255 FL 125 2 000 ft Class B				
▲ UDIRO 245232N 0892057E				↑		
	336° 156° 25.6 NM	FL 255 FL 125 2 000 ft Class B				
▲ BASEX 251602N 0890923E						
	336° 156° 32.6 NM	FL 255 FL 125 2 000 ft Class B/D				
▲ SAIDPUR DVOR/DME (SDP) 254551.96N 0885433.95E						
W4						
▲ CHATTOGRAM DVOR/DME (CTG) 221527.90N 0914938.98E			10	↓		Route available when VGR 20 is not active. CTG TWR 118.400 MHz within Chattogram CTR. Dhaka ACC 125.700/126.700 MHz outside Chattogram CTR & Cox's ATZ. Cox's TWR 129.500 MHz within Cox's Bazar ATZ.
	170° 350° 25.0 NM	FL 255 2 000 ft 2 000 ft Class C				
▲ AVNUL 215003N 0915349E						
	170° 350° 23.5 NM	FL 255 4 000 ft 4 000 ft Class D/F/G				
▲ COX'S BAZAR NDB (CB) 212710.29N 0915756.70E				↑		

Route Designator (RNP/RNAV) Name of Significant Points Coordinates	Track (MAG) DIST (GEO) ↓/↑	Upper Limits Lower Limits MEA Airspace Classification	Lateral Limits (NM)	Direction of Cursing Levels		Remarks Controlling Unit Frequency
				Odd	Even	
1	2	3	4	5		6
W5						
▲ CHATTOGRAM DVOR/DME (CTG) 221527.90N 0914938.98E			10	↓ ↑	↓ ↑	Chattogram TWR 118.400 MHz within Chattogram CTR.
	292° 112° 24.9 NM	FL 255 2 000 ft 2 000 ft Class C				Dhaka ACC 126.700/ 125.700 MHz outside Chattogram CTR, Jashore ATZ & Barishal ATZ.
▲ VINET 222428N 0912428E						Barishal TWR 128.100 MHz within Barishal ATZ.
	292° 112° 65.7 NM	FL 255 2 000 ft 2 000 ft Class F/G/D				Jashore TWR 123.200 MHz within Jashore ATZ.
▲ BARISHAL NDB (BL) 224752.17N 0901752.23E						
	291° 111° 67.6 NM					
▲ JASHORE DVOR/DME (JSR) 231206.37N 0890910.39E						
W6						
▲ SAIDPUR DVOR/DME (SDP) 254551.96N 0885433.95E			10	↓ ↑	↓ ↑	Airway Saidpur TWR 128.900 MHz within Saidpur CTR.
	156° 336° 32.6 NM	FL 255 FL 125 2 000 ft Class B/G/D				Dhaka ACC 126.700/ 125.700 MHz outside Saidpur CTR and Rajshahi ATZ.
▲ BASEX 251602N 0890923E						Rajshahi TWR 128.300 MHz within Rajshahi ATZ.
	211° 031° 57.5 NM					
▲ RAJSHAHI DVOR/DME (RAJ) 242620.36N 0883654.83E				↑		

Route Designator (RNP/RNAV) Name of Significant Points Coordinates	Track (MAG) DIST (GEO) ↓↑	Upper Limits Lower Limits MEA Airspace Classification	Lateral Limits (NM)	Direction of Cursing Levels		Remarks Controlling Unit Frequency
				Odd	Even	
1	2	3	4	5		6
W7						
▲ NIKLI 241145N 0905300 E			10	↓	↑	Dhaka ACC 125.700/126.700 MHz.
	<u>077°</u> 257° 57.8 NM	<u>FL 255</u> 3 000 ft 3 000 ft Class F/G				Shamshernagar TWR 122.900 MHz within Shamshernagar AFIZ.
▲ SHAMSHERNAGAR 242355.82N 0915500.69E						
W8						
▲ KANDI 233013N 0904205E			10	↓	↑	ATCS: BTN FL 55/ FL 255.
	<u>099°</u> 279° 27.2 NM	<u>FL 255</u> FL 55 2 000 ft Class C/G				Dhaka ACC 125.700/126.700 MHz.
▲ CUMILLA DVOR/DME (CML) 232600.03N 0911124.93E						Dhaka Approach 121.300 MHz within Dhaka TMA when approach (RADAR) service is in progress.
W9						
▲ DHAKA DVOR/DME (DAC) 234927.42N 0902446.52E			10	↓	↑	When approach (RADAR) service is not in progress: Dhaka TWR 118.300 MHz within Dhaka CTR and Dhaka ACC 126.700/125.700 MHz outside Dhaka CTR and Barishal ATZ.
	<u>186°</u> 006° 25.5 NM	<u>FL 255</u> 2 000 ft 2 000 ft Class C				
▲ GURSO 232430N 0902158E						
	<u>186°</u> 006° 23.9 NM	<u>FL 255</u> FL 55 2 000 ft Class C/G				
▲ KAKBO 225933N 0901910E						
	<u>186°</u> 006° 12.1 NM	<u>FL 255</u> 2 000 ft 2 000 ft Class G/F/D				
▲ BARISHAL NDB (BL) 224752.17N 0901752.23E						

Route Designator (RNP/RNAV) Name of Significant Points Coordinates	Track (MAG) DIST (GEO) ↓/↑	Upper Limits Lower Limits MEA Airspace Classification	Lateral Limits (NM)	Direction of Cursing Levels		Remarks Controlling Unit Frequency
				Odd	Even	
1	2	3	4	5		6
W10						
▲ IDLOX 240707N 0893341E			10	↓ ↑		Dhaka ACC 125.700/ 126.700 MHz outside Ishurdi AFIZ. Ishurdi TWR 129.100 MHz within Ishurdi AFIZ.
	<u>275°</u> 095° 28.3 NM	<u>FL 255</u> 3 000 ft 3 000 ft Class G/F				
▲ ISHURDI NDB (IS) 240910.24N 0890241.45E						
W11						
▲ SAIDPUR DVOR/DME (SDP) 254551.96N 0885433.95E			10	↓ ↑		Dhaka ACC 125.700/126.700 MHz.
	<u>299°</u> 119° 31.3 NM	<u>FL 255</u> 3 000 ft 3 000 ft Class G/F				
▲ THAKURGAON 260059.19N 0882406.04E						
W12						
▲ OLPAS 235754N 0895905E			10	↓ ↑		Dhaka ACC 125.700/126.700 MHz
	<u>345°</u> 165° 118.9 NM	<u>FL 255</u> 3 000 ft 3 000 ft Class G/F				
▲ LALMONIRHAT 255315N 0892542E						
W13						
▲ RAJSHAHI DVOR/DME (RAJ) 242620.36N 883654.83E			10	↓ ↑		Dhaka ACC 125.700/126.700 MHz outside Ishurdi AFIZ and Rajshahi ATZ. Rajshahi TWR 128.300 MHz within Rajshahi ATZ. Ishurdi TWR 129.100 MHz within Ishurdi AFIZ.
	<u>125°</u> 305° 29.2 NM	<u>FL 255</u> 3 000 ft 3 000 ft Class G/F/D				
▲ ISHURDI NDB (IS) 240910.24N 0890241.45E						

Route Designator (RNP/RNAV) Name of Significant Points Coordinates	Track (MAG) DIST (GEO) ↓↑	Upper Limits Lower Limits MEA Airspace Classification	Lateral Limits (NM)	Direction of Cursing Levels		Remarks Controlling Unit Frequency
				Odd	Even	
1	2	3	4	5		6
W14						
▲ DHAKA DVOR/DME (DAC) 234927.42N 0902446.52E			10	↓	↑	When approach (RADAR) service is not in progress: Dhaka TWR 118.300 MHz within Dhaka CTR and Dhaka ACC 126.700/125.700 MHz outside Dhaka CTR. When approach (RADAR) service is in progress: Dhaka Approach 121.300 MHz within Dhaka CTR and part of Dhaka TMA (upto FL 155) and beyond that Dhaka ACC 126.700/125.700 MHz. Airway Dhaka ACC 125.700/126.700 MHz. CTG TWR 118.400 MHz within Chattogram CTR.
	<u>150°</u> 330° 24.8 NM	<u>FL 460</u> 2 000 ft 2 000 ft Class C				
▲ SETAR 232749N 0903823E						
	<u>150°</u> 330° 24.9 NM	<u>FL 460</u> FL 55 4 000 ft Class C				
▲ NUPUR 230608N 0905156E						
	<u>150°</u> 330° 55.2 NM	<u>FL 460</u> FL 75 3 500 ft Class B				
▲ DAKID 221833N 0912250E			W15			
▲ TANAP 215627N 0920637E			10	↓	↑	Dhaka ACC 125.700/126.700 MHz outside Cox's Bazar ATZ.
	<u>141°</u> 321° 5.9 NM	<u>FL 255</u> FL 75 4 000 ft Class G/F				
▲ PABAN 215216N 0921014E				↓	↑	CXB TWR 122.900 MHz within Cox's Bazar ATZ.
	<u>205°</u> 025° 26.9 NM	<u>FL 255</u> FL 75 4 000 ft Class G/F/D				
▲ COX'S BAZAR NDB (CB) 212710.29N 0915756.70E						

Note:

- 1) All aircraft departing from Tejgaon Airport will turn right after take-off from RWY 17 and will turn left after take-off from RWY 35.
- 2) All departing aircraft proceeding to Thakurgaon and Lalmonirhat shall intercept outbound track from Dhaka DVOR when 10 NM North-West of Tejgaon (over Savar) or as instructed by Dhaka Tower/Approach. Similarly aircraft coming from Thakurgaon and Lalmonirhat after entering control zone shall report 10 miles North-West of Tejgaon (over Savar) or as instructed by Dhaka Tower/Approach.
- 3) In-coming / outgoing aircraft to and from Shamshearnagar when within Dhaka control zone shall operate as instructed by Dhaka Tower/Approach so as to avoid traffic to and from Hazrat Shahjalal International Airport.
- 4) ATAS and FIS will be provided to all aircraft operating outside controlled airspace (F and G airspace) as per ATS airspace classification used in Bangladesh (ENR 1.4 of AIP).
- 5) All routes shall originate from DAC VOR except W4, W5, W6, W7, W8, W10, W11, W13 & W15.
- 6) All aircraft shall intercept track when clear of traffic from Hazrat Shahjalal International Airport or as advised by Dhaka Tower/Approach.
- 7) All aircraft having RTF failure shall follow standard RTF failure procedure in accordance to the provisions in Para 15.2 in ENR 1.8 of AIP.
- 8) Establishment of Change over points (COP): COP at the mid-point of route segments defined with reference to VOR in the case of straight routes segments or at the intersection of radials in the case of route segments which change direction between the VOR established, except when:
 - a. Route segment is a part of SIDs or STARs or
 - b. The COPs are otherwise published for the route segments or
 - c. Aircraft is not receiving the VOR to which change was intended or
 - d. Aircraft has been cleared by ATC to maintain a particular radial from a VOR located on the route segments.

ENR 4 RADIO NAVIGATION AIDS/SYSTEMS

ENR 4.1 RADIO NAVIGATION AIDS EN-ROUTE

Name of station (VOR)	ID	Frequency	Hours of operation	Coordinates	ELEV DME Antenna	Remarks
DHAKA, DVOR	DAC	112.700 MHz	H24	234927.42N 0902446.52E		
DHAKA, DME	DAC	1161 MHz	H24	234927.42N 0902446.52E	57 ft	
DHAKA, NDB	DCN	298 kHz	H24	235034.32N 0902503.67E		
CHATTOGRAM, DVOR	CTG	113.400 MHz	H24	221527.90N 0914938.98E		
CHATTOGRAM, DME	CTG	1168 MHz	H24	221527.90N 0914938.98E	44 ft	
SYLHET, DVOR	SYT	116.400 MHz	HO	245747.75N 0915142.06E		
SYLHET, DME	SYT	1198 MHz	HO	245747.75N 0915142.06E	74.16 ft	
BARISHAL, NDB	BL	368 kHz	HO	224752.17N 0901752.23E		
COX'S BAZAR, NDB	CB	396 kHz	HO	212710.29N 0915756.70E		
CUMILLA, DVOR	CML	115.500 MHz	HO	232600.03N 0911124.93E		
CUMILLA, DME	CML	1189 MHz	HO	232600.03N 0911124.93E	47 ft	
ISHURDI, NDB	IS	350 kHz	HO	240910.25N 0890241.43E		
JASHORE, DVOR	JSR	113.000 MHz	HO	231206.37N 0890910.39E		
JASHORE, DME	JSR	1164 MHz	HO	231206.37N 0890910.39E	48 ft	
RAJSHAHI, DVOR	RAJ	114.600 MHz	H24	242620.36N 0883654.83E		
RAJSHAHI, DME	RAJ	1180 MHz	H24	242620.36N 0883654.83E	85 ft	
RAJSHAHI, NDB	RJ	228 kHz	H24	242632.88N 0883649.37E		
SAIDPUR, DVOR	SDP	115.800 MHz	HO	254551.96N 0885433.95E		
SAIDPUR, DME	SDP	1192 MHz	HO	254551.96N 0885433.95E	152 ft	
SAIDPUR, NDB	--	--	--	--	--	DISMANTLED

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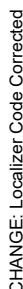


5.4 AIR NAVIGATION OBSTACLES EN-ROUTE

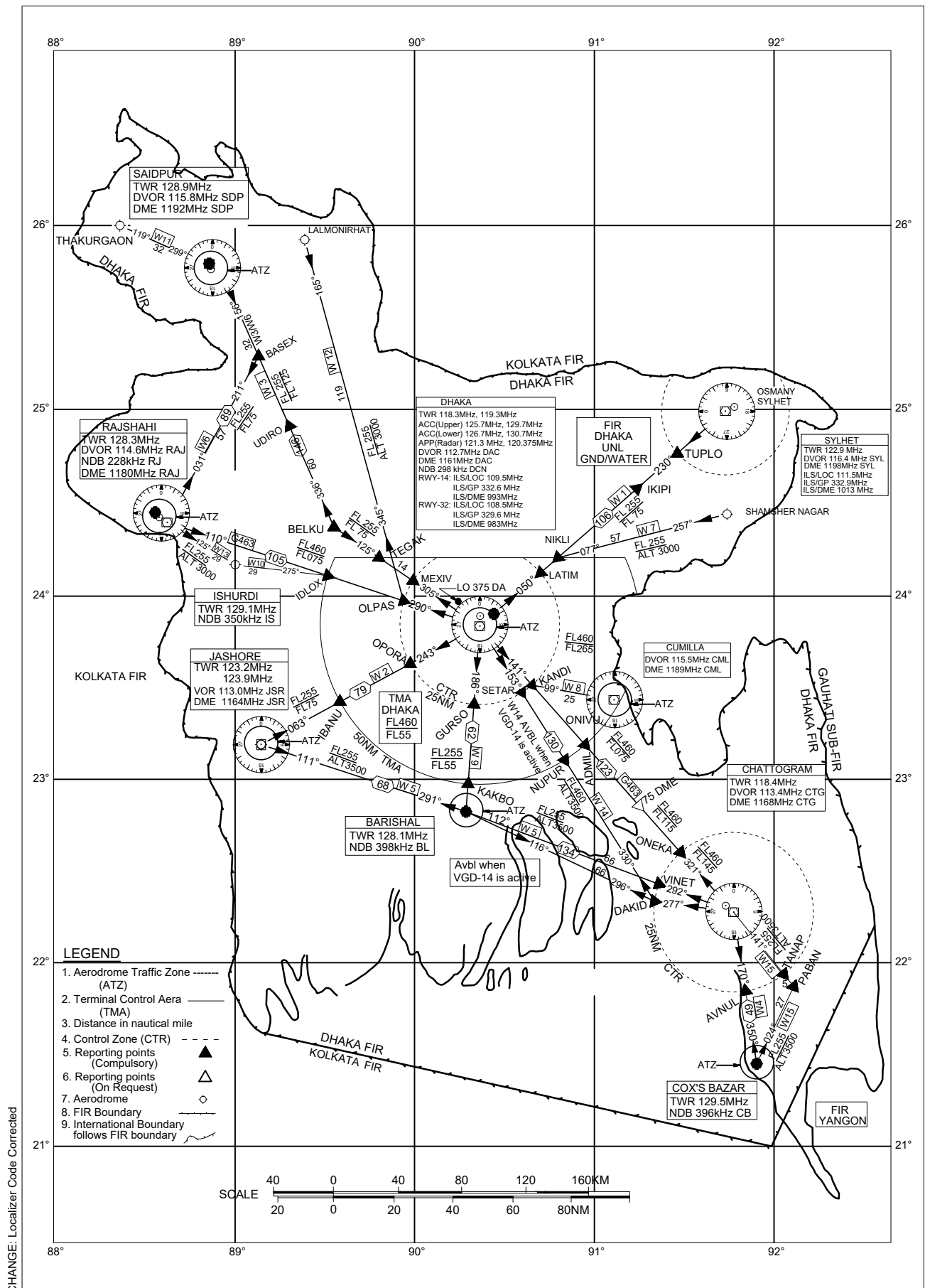
List of High Mast/Tower/Chimney other than those beyond 10NM of Different airports				
Sl.Nr.	Name/Nature of the Obstacle	Co-ordinates	ELV (Height) Ft	Reference Location of Aerodrome/Stolport
01.	Megna Power Chimney	23°36'26.28"N 90°35'37.13"E	283 (256)	Hazrat shahjalal International Airport, Dhaka
02.	Potuakhali. Chimney	21°59'49.81"N 90°18'18.50"E	732 (722)	Barishal Airport
03.	Shirazgaoj Chimney	24°23'08.79"N 89°44'35.66"E	444 (385)	Bogura Airport
04.	Rampal Chimney	22°35'31.19"N 89°33'35.79"E	918 (902)	Khan zahan Ali Airport (Proposed Airport)
05.	Matarbari Chimney	21°42'02.39"N 91°53'04.89"E	Chimney Structure 902(914) [with the fume when the chimney is operated 1672]	Cox's bazar Airport
06	Power Plant (SS Power Ltd.)	21°58'30.33"N 91°53'28.11"E	916 (902)	Shah Amanat International Airport, Chattogram
07.	Radio transmitting Mast (Jessore) Tower	23°02'03.00"N 89°25'35.00"E	420 (400)	Jashore Airport

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INTERNATIONAL & DOMESTIC ATS ROUTES



DOMESTIC ATS ROUTES IN BANGLADESH



AD 1.4 GROUPING OF AERODROMES

1. The criteria applied by Bangladesh in grouping aerodromes for the provision of information in this AIP is as follows:
 - 1.1 **Primary/Major international aerodromes**
 - 1.1.1 The aerodrome of entry and departure for international air traffic, where all formalities concerning customs, immigration, health, animal and plant quarantine and similar procedures are carried out and where air traffic services are available on a regular basis.
 - 1.2 **Secondary/ Other international aerodrome**
 - 1.2.1 Another aerodrome available for the entry of departure of international air traffic, where the formalities concerning customs, immigration, health and similar procedures and air traffic services are made available, on a restricted basis, to flights with prior approval only.
 - 1.3 **National aerodrome**
 - 1.3.1 An aerodrome available only for domestic air traffic.

AD 1.5 STATUS OF CERTIFICATION OF AERODROMES

A list of aerodromes in Bangladesh including the status of certification, including

- 1) aerodrome name and ICAO location indicator,
- 2) date if applicable, validity of certificate and remarks if any.

LIST OF INTERNATIONAL AERODROMES

Sl Nr	Name of aerodrome	ICAO Location indicator	Date of certificate issue /renewal date	Certificate validity		Remark
				From	To	
1	Hazrat Shahjalal International Airport, Dhaka	VGHS	20/10/2022	27/10/2022	26/10/2024	Renewal
2	Shah Amanat International Airport, Chattogram	VGEG	27/10/2023	31/10/2023	30/10/2025	Renewal
3	Osmani International Airport, Sylhet	VGSY	10/11/2022	18/11/2022	17/11/2024	Renewal

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AD 2. AERODROMES

VGHS AD 2.1 AERODROME LOCATION INDICATOR AND NAME

VGHS- HAZRAT SHAHJALAL INTERNATIONAL AIRPORT, DHAKA.

VGHS AD 2-2 AERODROME GEOGRAPHICAL AND ADMINISTRATION DATA

1	ARP Coordinates and site at AD	235036.05N 0902352.02E (Centre of the runway)
2.	Distance and direction from city	11NM(20km) north of Dhaka City (GPO)
3.	Aerodrome elevation Reference temperature	ELEV 27 ft (8M) T 35 °c (April)
4.	MAG VAR/ Annual change	1°W (2020) (Annual change 1'W)
5.	Aerodrome administration, address, telephone, Telefax, AFS, E-mail.	Civil Aviation Authority of Bangladesh Postal Address: Director Hazrat Shahjalal International Airport Kurmitola, Dhaka-1229, Bangladesh. Telephone:88-02- 8901449, Telefax: 88-02- 8901450 AFS : VGHSYDYX Telegram: Civil drome, Dhaka. E-mail :
6	Types of traffic permitted	IFR/VFR
7	Remarks	Nil

VGHS AD 2-3 OPERATIONAL HOURS

SL. NR.	Services	Hours
1.	Aerodrome Administration	0900 LT to 1700 LT Except Friday & Saturday
2.	Custom and Immigration	H24
3.	Health and Sanitation	H24
4.	AIS briefing office	H24
5.	ATS reporting office (ARO)	H24
6.	MET briefing office	H24
7.	Air traffic service	H24
8.	Fuelling	H24
9.	Handling	H24
10.	Security	H24
11.	De-icing	NIL
12.	Remarks	NIL

VGHS AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	01 Mobile cranes 12 Container pallet loaders 09 Container pallet transporters 10 Belt loaders 22 Baggage tow tractors 50 Cargo/Baggage trolleys 145 Container trolleys/dollies 45 Hand trolleys 09 Fork lifters 01 Narrow Aisle stacker 75 Pallet Trolley
2	Fuel/Oil Types	Jet A-1 AVGAS 100LL, Pack drum
3	Fuelling facilities/Capacity	Hydrant dispenser, Bowser refueling for 24 hours.
4.	De-icing facilities	NIL requirement
5.	Hangar space for visiting aircraft	By arrangement with Biman Bangladesh Airlines (BBC)
6.	Repair facilities for visiting aircraft	Limited
7.	Remarks	Nil

VGHS AD 2.5 PASSENGER FACILITIES

1	Hotels	One 5 Star hotel at Nikunja (2 km towards city), Unlimited in Dhaka city.
2.	Restaurant accommodation	Limited at the Airport, Unlimited in Dhaka City
3.	Transportation available	Buses, Taxis and Trains to Dhaka City.
4.	Medical facilities	24 hours doctor avbl from Health Dept. Ambulance avbl 24 H, Hospitals and Clinic avbl within 1 NM.
5.	Banks	Available at Airport
6.	Tourist office	Available at Airport
7.	Post Office	Not available at Airport, but available at Hajj Camp (1KM)
8.	Remarks	International address: http://www.caab.gov.bd for any Information

VGHS AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD Category for fire fighting	CAT - 9	
2	Rescue equipment	AVBL to meet the ICAO requirement for CAT9	
3.	Disabled Aircraft Removal	Description	Number/Set
		i) Platform	4 (four) nos. capacity 50(fifty) tons each
		ii) Malbro Truck	2 (Two) nos. capacity 3 (three) tons each.
		iii) Engine Air compressor	4 (four) tons; (150 P.S.I)
		iv) Air distribution	8 (eight) sets (each Console set contain 12 Units) 8 (eight) sets, (each set contain 11 bags).
		v) Pneumatic Elevator	Capacity 50 (fifty) tons each set.
		vi) Valise (body stamp)	4 (four) nos.
		vii) Centrifugal Fan	1(one) no.
		viii) Tethering	required nos.
		Note: 1) Serviceability of the items to be checked up before use. 2) Charges for use of salvage equipment will be fixed on the extent of use of the various equipment.	
4.	Remarks	Nil	

VGHS AD 2.7 SEASONAL AVAILABILITY CLEARING 2.7.1 The airport is available for all seasons. Side strips become unusable during monsoon. There is no requirement for clearing.

VGHS AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

1.	Apron Surface and Strength	Apron (Main)	Surface: Rigid pavement, Strength: PCN 70/R/B/W/T
		Apron (North of Fire Station)	Surface: Rigid pavement, Strength: PCN 106/R/B/W/T
		Cargo Apron	Surface: Rigid pavement, Strength: Northern side: PCN106 /R/B/W/T Eastern side: PCN 80/R/B/W/T Western side: PCN 59/R/B/W/T
2.	Taxiway Width, Surface and Strength	E (Echo) Taxiway	Width: 32.6m & Shoulder 10.5m both side of TWY Surface: Asphalt pavement, Strength: PCN 148/R/B/W/T
		C (Charlie) Taxiway	Width: 23m & Shoulder 10.5m both side of TWY Surface: Flexible pavement, Strength: PCN 98/F/C/W/T
		N (November) Taxiway	Width: 23m & Shoulder 10.5m both side of TWY Surface: Flexible pavement, Strength: PCN 192/F/C/W/T
		S (Sierra) Taxiway	Width: 23m & Shoulder 10.5m both side of TWY Surface: Flexible pavement, Strength: PCN 162/F/B/W/T
		N1 (November One) Taxiway	Width: 23m & Shoulder 10.5m both side of TWY Surface: Asphalt pavement Strength: PCN 125/F/C/W/T
		N2 (November two) Taxiway	Width: 23m & Shoulder 10.5m both side of TWY Surface: Flexible pavement, Strength: PCN 167/F/C/W/T
		S1 (Sierra One) Taxiway	Width: 23m & Shoulder 10.5m both side of TWY Surface: Asphalt pavement, Strength: PCN 191/F/C/W/T
		S2 (Sierra two) Taxiway	Width: 23m & Shoulder 10.5m both side of TWY Surface: Flexible pavement, Strength: PCN 231/F/C/W/T
		S3 (Sierra Three) Taxiway	Width: 23m & Shoulder 10.5m both side of TWY Surface: Flexible pavement, Strength: PCN 162/F/B/W/T
3.	Altimeter checkpoint location and elevation	Not designated	
4.	VOR checkpoints	Nil	
5.	INS checkpoints	Nil	
6.	Remarks	Nil	

VGHS AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKING

1	Use of aircraft stand ID signs, TWY guidelines and visual docking/parking guidance system of aircraft stands; Boarding Bridges: Tow bar:	Taxiing guidance signs at all intersections with TWY and RWY at all holding positions, guidelines at apron, nose-in guidance at aircraft stands. 8(eight) boarding bridges are available at stands nrs. 4, 5, 6, 7, 8, 9, 10 & 11 for passenger's use and can accommodate acft fm A320 up to B747 in size. Due to parking and maneuvering problem, all ACFT with wing-span more than 80ft operating to/fm Hazrat Shahjalal International Airport are required to have tow bar for pushback.
2.	RWY and TWY markings and LGT	RWY: 14/32 RWY marking aids: THR, TDZ, Centre line, Fixed distance, Side strip, RWY designator all runways. RWY EDGE LGT: White, omni-directional with intensity 1%, 3%, 10%, 30% and 100%; 60 M apart. THR light: Green lights, supplemented by green wing-bar. END LGT: RED RWY Centre line LGT: AVBL; 30M apart. TWY marking aids: AVBL on TWY holding position, TWY centre line at all taxiways. TWY EDGE LGT: Not AVBL. TWY Centre Line LGT: AVBL at all TWYs.
3	Stop bars	TWY Stop bar LGT: Avbl at all TWY holding position.
4.	Remarks	NIL

VGHS AD 2.10 AERODROME OBSTACLES

In approach/TKOF areas	In circling area and at AD
Consult AOC type-A, Hazrat Shahjalal Intl. Page VGHS AD 2-17	Obstruction in the circling area and aerodrome are shown on the instrument approach chart and page VGHS AD 2-11. Obstructions are provided with day marking and obstruction lights where applicable.

VGHS AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated Met office	Main Met Office (MMO), Hazrat Shahjalal Intl. Airport (VGHS)
2	Hours of service	H24
3	Office responsible for TAF preparation Periods of validity	MMO, Hazrat Shahjalal Intl. (VGHS) 6, 12
4	Type of landing forecast Interval of issuance	TREND
5	Briefing/ consultation provide	P.D. T
6	Flight documentation Languages used	C.PL English
7	Charts and other information available for briefing or consultation	S, U
8	Supplementary equipment available for providing information	WXR
9	ATS units provided with information	Dhaka ACC/FIC; APP; TWR
10	Additional information	Tel: 880-2-8901013 (Met office)

VGHS AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designat or RWY NR	TRUE BRG	Dimensions of RWY (m)	Strength (PCN) and surface of RWY & SWY	THR Coordinates	THR ELEV and highest ELEV of TDZ (ft)	Slope of RWY – SWY
1	2	3	4	5	6	7
14	143.71 ⁰	3200x45	116/F/C/W/T Asphalt concrete	235118.11N 0902318.62E	27	Nil
32	323.71 ⁰	3200x45	116/F/C/W/T Asphalt concrete	234954.00N 0902425.40E	27	Nil
Designator RWY NR		RESA		STRIP(m)		Remarks
1		8		9		10
14		90 X 90 m		3710 X 280		Nil
32		90 X 90 m		3710 X 280		
Designator RWY NR		SWY Dimensions(m)	CWY Dimensions(m)	OFZ		Remarks
1		11	12	13		14
14		240x45	425x150	Within the CWY		25 ft (8M) brick soiling with bitumen carpeting shoulder at both sides of RWY.
32		150x45	300x150			

VGHS AD 2.13 DECLARED DISTANCES

1	2	3	4	5	6	Remarks
RWY Designator	TORA(m)	TODA(m)	ASDA(m)	LDA(m)	RESA(m)	Due to Length reduction of SWY
14	3200	3625	3440	3200	90	
32	3200	3500	3350	3200	90	

VGHS AD 2-14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH Type INTSTY	LGT THR LGT Colour WBAR	PAPI (MEHT)	TDZ LGT LEN	RWY Centre Line LGT	RWY edge LGT LEN, Spacing, colour INTSTY	RWY END LGT Colour WBAR	SW Y LGT	Remarks
1	2	3	4	5	6	7	8	9	10
14	Precision approach CAT-I Lighting system, Simple approach lighting system and sequenced flashing lights Supplementary Approach light	Green Supplement ed by Green Wing bar	PAPI 3 ⁰ MEHT on slope (67ft)	Avbl	Avbl	60m apart While omni-directional with intensity 1%, 3%, 10%, 30%, 100%	Red: uni-direction al Green : omni-direction al	avbl	Nil
32	Simple approach Lighting system	Green supplement ed by Green Wing bar	PAPI 3 ⁰ MEHT on slope (65ft)	Nil	Avbl	60m apart While omni-directional with intensity 1%,3%, 10%, 30%, 100%	Red: uni-direction al Green: omni-direction al	avbl	Nil

VGHS AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN Location, Characteristics and hours of operation	ABN:235057.20N 0902413.24E(over control TWR) Altn W/G every 5 sec (hours: HN & VIS< 5 Km) W500 G75
2	LDI location and LGT Anemometer location and LGT	Nil Cup anemometer over control TWR, windsocks end of RWY 14/32 and in the middle of RWY.
3	TWY edge and centre line lighting	Edge: Nil Centre Line: AVBL for all TWYs
4	Secondary power supply/switch over time.	During main power supply failure, Automatic standby generator power supply available for Approach, RWY, TWY & apron lighting within 15 seconds.
5	Remarks	Apron lights: High intensity flood lights, blue edge lights.

VGHS AD 2.16 HELICOPTER LANDING AREA
As directed by ATC

VGHS AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

1	Designation	Dhaka Control Zone
	Lateral limits	A circle of 25 NM radius centered at Dhaka VOR (234927.42N 0902446.52E) except that portion which falls north of the straight line joining points 241147N 0903550E and 241147N 0901350E
2	Vertical limits	GND to FL055
3	Airspace Classification	C
4	ATS Unit call sign Language	Dhaka Tower English
5	Transition altitude	4000 ft AMSL
6	Hours of applicability (or activation)	H24
7	Remarks	Nil

1	Designation	Aerodrome Traffic Zone (ATZ)
	Lateral limits	ATZ is oval shaped area joining outer tangents of 5NM (9 km) radius circles centered at the RWY centre and both ends of RWY
2	Vertical limits	4000 FT
3	Airspace Classification	C
4	ATS Unit call sign Language	Dhaka Tower English
5	Transition altitude	4000 FT AMSL
6	Hours of applicability (or activation)	H24
7	Remarks	Nil

VGHS AD 2.18 AIR TRAFFIC SERVICES COMMUNICATIONS FACILITIES

Service Designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
ACC	Dhaka Control	125.700 MHz	FM 1400 to 0200 UTC (next day)	EMERG FREQ 121.500MHz
ACC (Upper)	Dhaka Control	PRI 125.700 MHz SRY 129.700 MHz	FM 0200 to 1400 UTC	FL285 TO FL460
ACC (Lower)	Dhaka Control	PRI 126.700 MHz SRY 130.700 MHz	FM 0200 to 1400 UTC	GND TO FL285
TWR (Aerodrome and Approach Control (Non-Radar)	Dhaka Tower	PRI 118.300 MHz SRY 119.300 MHz	H24	EM: A3
APP (Radar)	Dhaka Approach	PRI 121.300 MHz SRY 120.375 MHz	H24 except Saturday On Saturday BTN 0800–1400 NOT avbl	Jurisdiction: Dhaka Control Zone and part of Dhaka TMA upto FL 155
SMC	Dhaka Ground	121.800 MHz	H24	NIL
Air Ground	Dhaka Radio	3491 kHz, 6556 kHz, 10066 kHz, 2947 kHz	H24	MWARA (3491,6556,10066)KHz RDARA (2947)kHz EM: A3 coordinate: 235057.20N 0902413.24E
ATIS	Dhaka Information	127.400 MHz	H24	Nil

VGHS AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid	Ident	Freq	Opr hr	Position of transmitting antenna Coordinates	Elev of DME Transmitting antenna	Remarks
1	2	3	4	5	6	7
DVOR	DAC	112.700 MHz	H24	234927.42N 0902446.52E		144 ⁰ MAG, 1012 M FM THR RWY 32 EM: A2
DME	DAC	1161 MHz	H24	234927.42N 0902446.52E	57ft AMSL	144 ⁰ MAG, 1012 M FM THR RWY 32 EM: A9
NDB	DCN	298 kHz	H24	235034.32N 0902503.67E	100ft AMSL	046 ⁰ MAG, 1795 FM THR RWY 32 EM: A2
ILS/LOC RWY 14	IDA	109.500MHz	H24	234940.04N 0902436.49E		145 ⁰ MAG, 550m FM THR RWY 32 EM: A2
ILS/GP RWY 14	-	332.600 MHz	H24	235112.67N 0902328.62E	50 ft	Glide slope 3 ⁰ , 130M off set to east of Rwy central line and 300M inward FM Rwy THR 14. RDH 52ft, EM:A3
ILS/DME RWY 14	-	RX-1056 MHz, RPLY-993 MHz	H24	235112.67N 0902328.62E		Co-located With GP-14
LO	DA	375 kHz	H24	235558.39N 0901936.52E		324 ⁰ MAG, 5.8NM FM THR RWY 14 EM:A2
ILS/LOC RWY 32	DHA	108.500MHz	H24	235126.7N 0902312.0E		324 ⁰ MAG AND 310m FM THR RWY 14 EM: A2
ILS/GP RWY 32	-	329.900 MHz	H24	235004.59N 0902422.75E	50 ft	Glide slope 3 ⁰ , 130M off set to east of RWY central line and 305M inward FM THR 32. RDH 52ft, EM:A3
ILS/DME RWY 32	-	RX-1046 MHz, RPLY-983 MHz	H24	235004.59N 0902422.75E		Co-located With GP-32



VGHS AD 2.20 LOCAL TRAFFIC REGULATIONS

Prior approval to be obtained from ATC

VGHS AD 2.21 NOISE ABATEMENT PROCEDURES

1. SIDs are designed to make all take-off noise abated.

VGHS AD 2.22 FLIGHT PROCEDURES

NIL

VGHS AD 2.23 ADDITIONAL INFORMATION

1. Bird Concentrations:

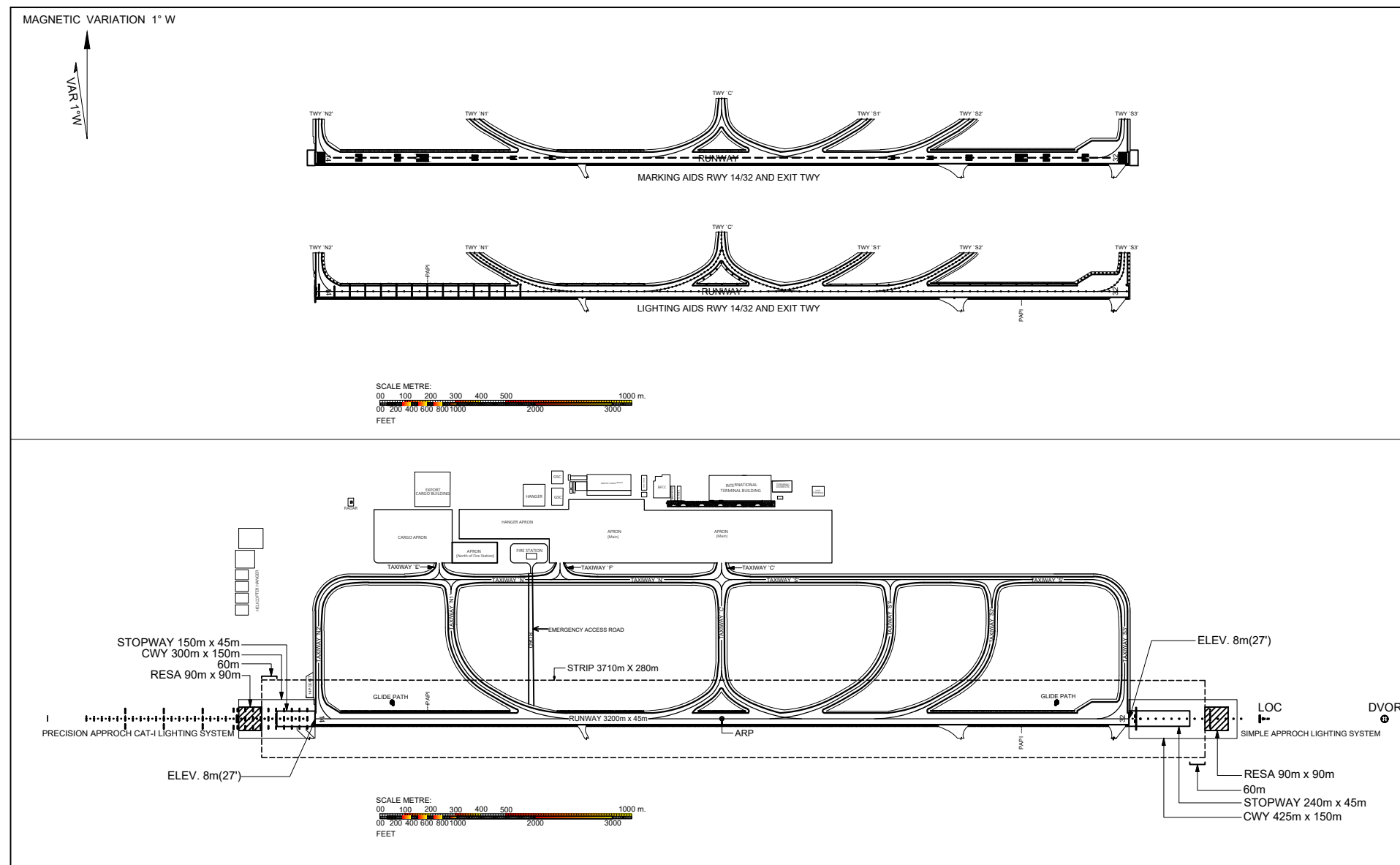
Bird concentrations may exist on or in the vicinity of Hazrat Shahjalal International Airport, Dhaka due to low lying area around the airfield, during the period from December to May of the year. Bird shooters are posted on the maneuvering area to reduce the bird hazard. Moreover, necessary information about the location of birds, if visible, is transmitted to the pilots by Aerodrome Control Tower. However, pilots are requested to exercise caution while approaching to land & takeoff.

2. Additional Information:

(a) There is an open air storm water drain on the western side strip of the runway almost along the full length of the runway at a distance of 105-120m from the center line of the runway. Pilot to exercise caution during landing and take-off especially when runway is wet and strong cross wind from NE.

(b) There are 2(two) arresting barriers located at distance of 57 m and 117 m respectively from ends of runway 14 and runway 32 (within runway strips) and barrier base of height 2(two) ft from the surface, located 31m away on each side of the extended center line of the runway. Pilots have to exercise caution during landing and take-off especially when runway is wet and strong wind from NE.

AERODROME CHART-ICAO



AIP
BANGLADESH

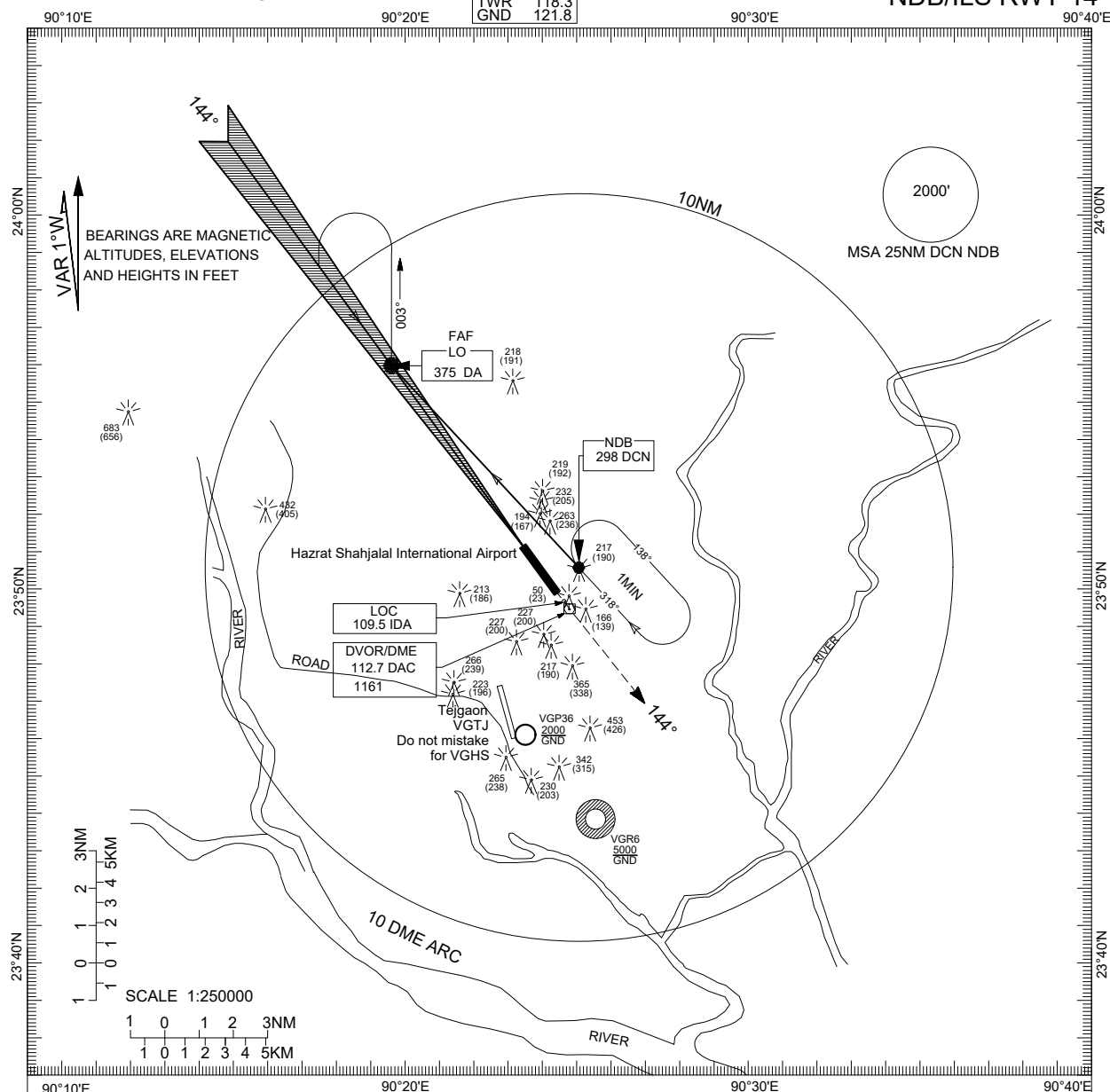
VGHS AD 2-21
11 JUL 2024

INSTRUMENT
APPROACH
CHART-ICAO

ELEV 27 FT
HEIGHTS RELATED
TO AD ELEV

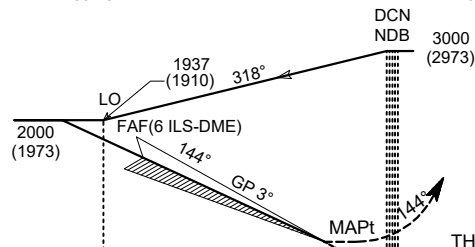
ATIS 127.4
ACC(U) 125.7
ACC(L) 126.7
APP 121.3
TWR 118.3
GND 121.8

DHAKA, BANGLADESH
HAZRAT SHAHJALAL INTERNATIONAL AIRPORT
NDB/ILS RWY 14



TRANSITION LEVEL FL 060
TRANSITION ALTITUDE 4000FT

ILS RDH 52ft



MISSED APPROACH

CLIMB TO 2000FT/610M ON
TRACK 144° CONTACT ATC
FOR FURTHER INSTRUCTION

MET MINIMA (m)
FALS :Vis 800 or RVR 600
BALS :Vis 1200 or RVR 1100
NALS :Vis 1400 or RVR 1300
GP OUT: 2000 (CAT A,B)
& 2800 (CAT C,D,E)

NM FM THR 7 6 5 4 3 2 1 0 1 2 3 4 5 6 7 8 NM

CATEGORY OF ACFT			A	B	C	D						
OCA (H)		Full	230 (203)	240 (213)	250 (223)	261 (234)						
		GP out	350(323)				CAT		A	B	C	D
DISTANCE (ILS-DME)	6DME	5DME	4DME	3DME	2DME	1DME	SPEED	Knots	90	120	150	180
ALTITUDE	1940	1620	1310	990	670	350	Rate of desnt/GP	Ft/min	480	635	795	955
(HEIGHT)	(1913)	(1593)	(1283)	(963)	(643)	(323)	FAF to THR 14	Min	3.52	2.54	2.19	1.56

AIP
BANGLADESH

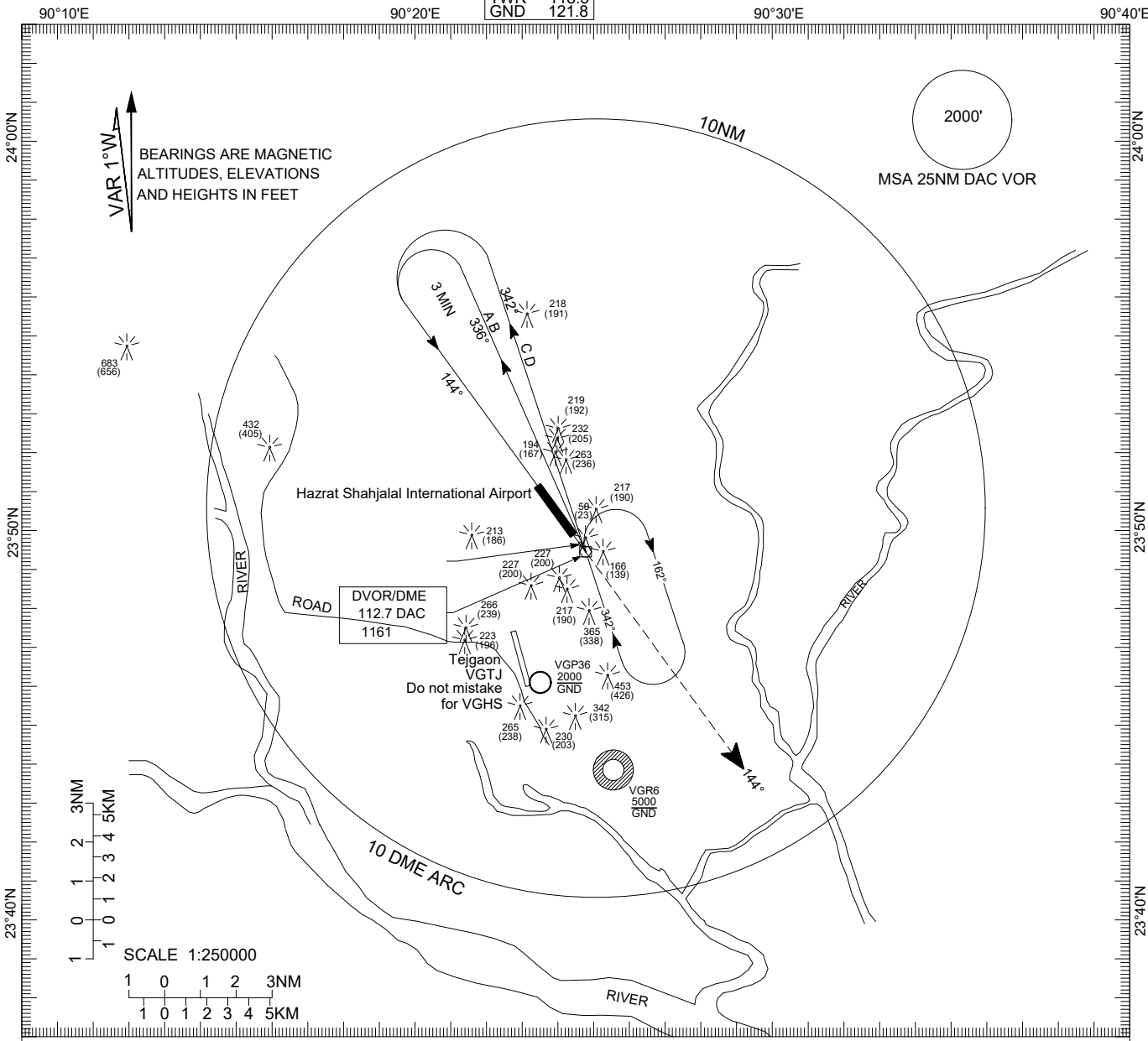
VGHS AD 2-23
11 JUL 2024

INSTRUMENT
APPROACH CHART
CHART-ICAO

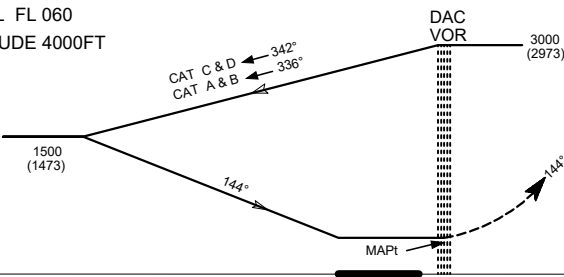
ELEV 27 FT
HEIGHTS RELATED
TO AD ELEV

ATIS	127.4
ACC(U)	125.7
ACC(L)	126.7
APP	121.3
TWR	118.3
GND	121.8

DHAKA, BANGLADESH
HAZRAT SHAHJALAL INTERNATIONAL AIRPORT
VOR RWY 14



TRANSITION LEVEL FL 060
TRANSITION ALTITUDE 4000FT



MET MINIMA	7	6	5	4	3	2	1	0	1	2	3	4	5	6	7	8 NM
VIS 2800m																
CATEGORY OF ACFT	A	B	C	D												
OCA	470	470	470	470												

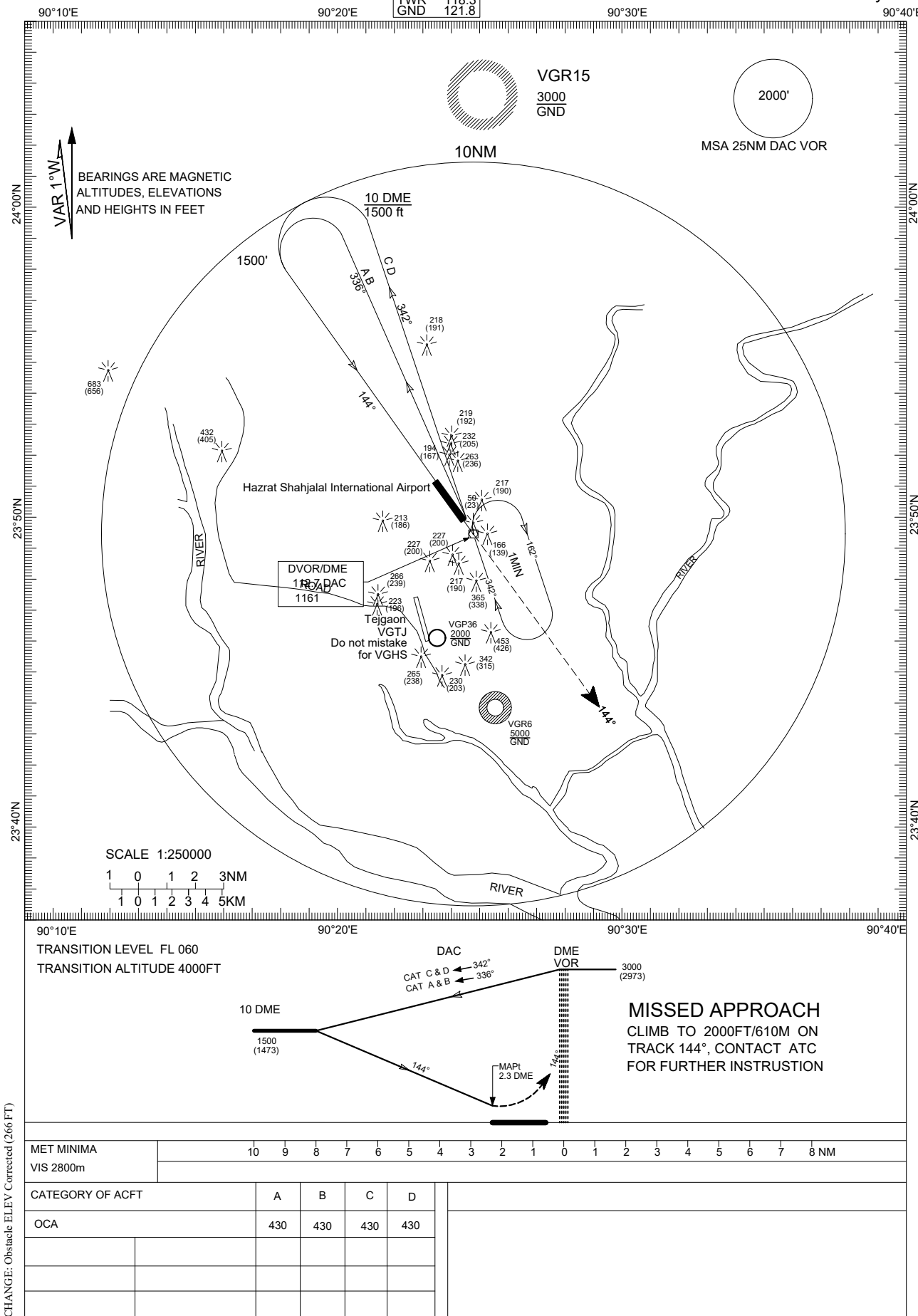
CHANGE: Obstacle ELEV Corrected (2,66FT)

INSTRUMENT
APPROACH CHART
CHART-ICAO

ELEV 27 FT
HEIGHTS RELATED
TO AD ELEV

ATIS	127.4
ACC(U)	125.7
ACC(L)	126.7
APP	121.3
TWR	118.3
GND	121.8

DHAKA, BANGLADESH
HAZRAT SHAHJALAL INTERNATIONAL AIRPORT
VOR/DME Rwy 14



CHANGE: Obstacle ELEV Corrected (266 FT)

AIP
BANGLADESH

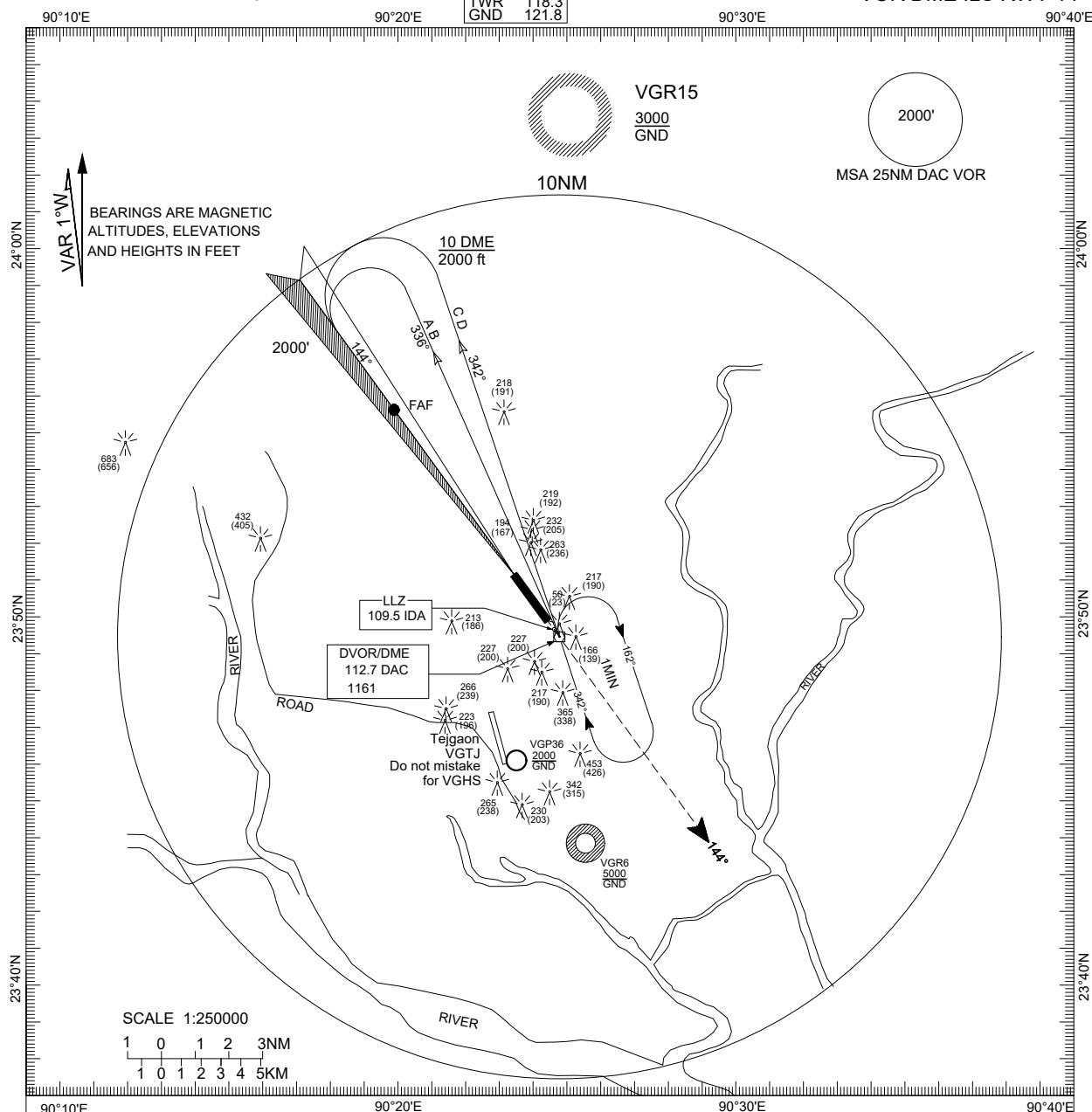
VGHS AD 2-27
11 JUL 2024

INSTRUMENT
APPROACH
CHART-ICAO

ELEV 27 FT
HEIGHTS RELATED
TO AD ELEV

ATIS 127.4
ACC(U) 125.7
ACC(L) 126.7
APP 121.3
TWR 118.3
GND 121.8

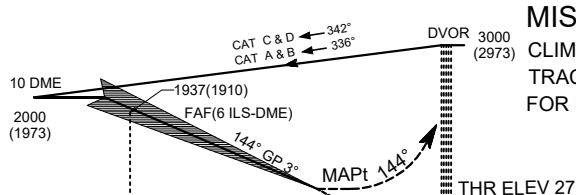
HAZRAT SHAHJALAL INTERNATIONAL AIRPORT
VOR DME ILS RWY 14



90°10'E 90°20'E 90°30'E 90°40'E

TRANSITION LEVEL FL 060
TRANSITION ALTITUDE 4000FT

ILS RDH 52ft



MISSED APPROACH
CLIMB TO 2000FT/610M ON
TRACK 144° CONTACT ATC
FOR FURTHER INSTRUCTION

MET MINIMA (m)
FALS :Vis 800 or RVR 600
BALS :Vis 1200 or RVR 1100
NALS :Vis 1400 or RVR 1300
GP OUT: 2000 (CAT A,B)
& 2800 (CAT C,D,E)

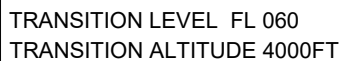
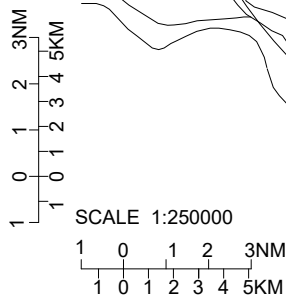
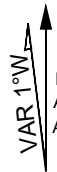
CATEGORY OF ACFT			A	B	C	D
OCA (H)		Full	230 (203)	240 (213)	250 (223)	261 (234)
		GP out	350(323)			
DISTANCE (ILS-DME)	6DME	5DME	4DME	3DME	2DME	1DME
ALTITUDE	1940	1620	1310	990	670	350
(HEIGHT)	(1913)	(1593)	(1283)	(963)	(643)	(323)

CAT		A	B	C	D
SPEED	Knots	90	120	150	180
Rate of descent/GS	Ft/min	480	635	795	955
FAF to THR 14	Minitis	3.52	2.54	2.19	1.56

INSTRUMENT
APPROACH CHART
CHART-ICAO

ATIS	127.4
ACC(U)	125.7
ACC(L)	126.7
APP	121.3
TWR	118.3
GND	121.8

VGHS AD 2-39
11 JUL 2024



MISSED APPROACH
CLIMB TO 2000FT/610M ON
TRACK 324° CONTACT ATC
FOR FURTHER INSTRUCTION

MET MINIMA
VIS 2800m

CATEGORY OF ACFT		A	B	C	D							
OCA		480	480	480	480		CAT	A	B	C	D	
							GS (KT)	70	90	120	150	180
							RD/NM	240	240	240	240	240

AIP
BANGLADESH

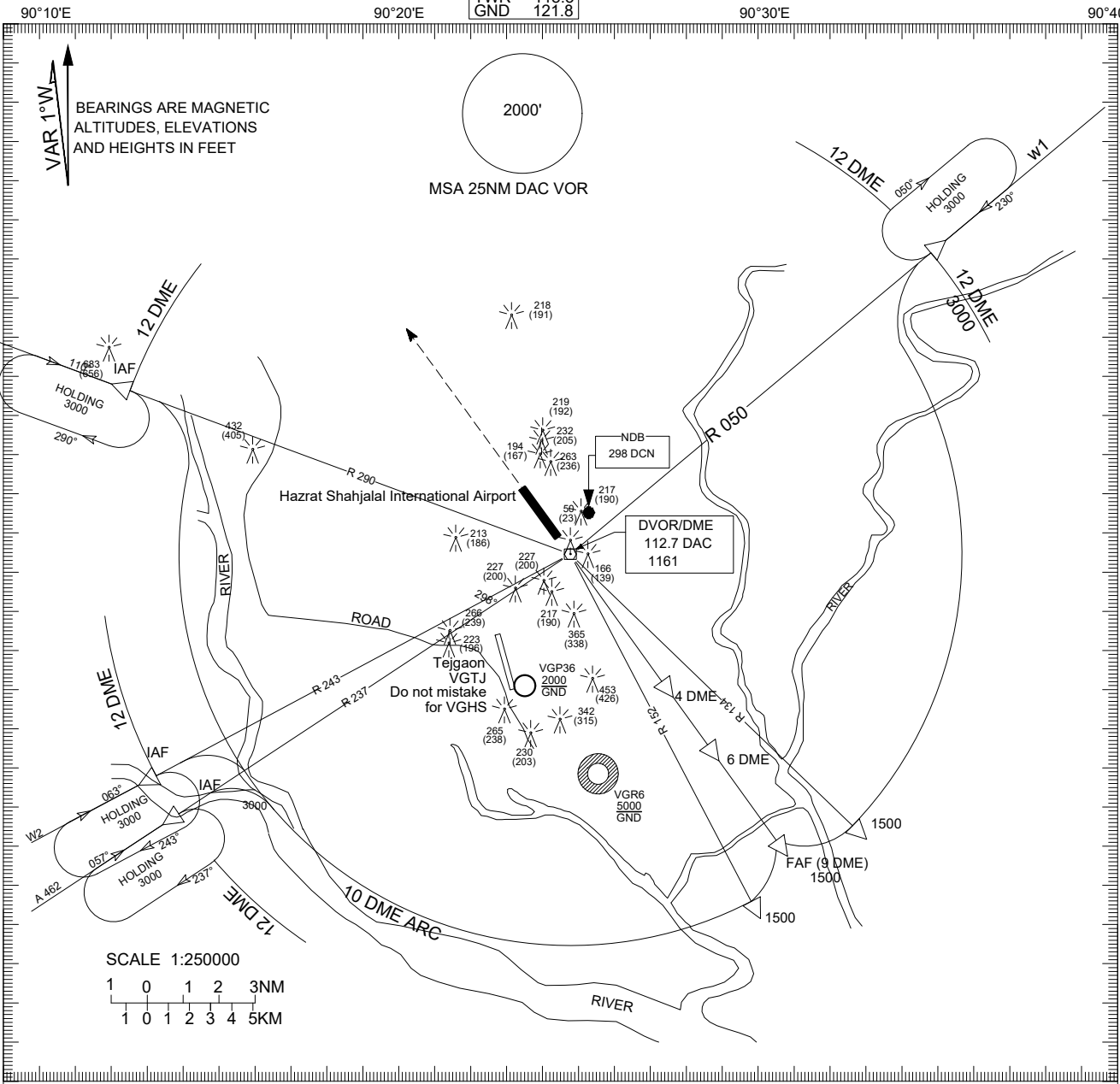
VGHS AD 2-41
11 JUL 2024

INSTRUMENT
APPROACH CHART
CHART-ICAO

ELEV 27 FT
HEIGHTS RELATED
TO AD ELEV

ATIS	127.4
ACC(U)	125.7
ACC(L)	126.7
APP	121.3
TWR	118.3
GND	121.8

DHAKA, BANGLADESH
HAZRAT SHAHJALAL INTERNATIONAL AIRPORT
VOR/DME-ARC RWY 32



TRANSITION LEVEL FL 060
TRANSITION ALTITUDE 4000FT

MISSED APPROACH
CLIMB TO 2000FT/610M ON
TRACK 324° CONTACT ATC
FOR FURTHER INSTRUCTION

MET MINIMA VIS 2800m	4	3	2	1.5	1	0.5	0	1	2	3	4	5	6	7	8	9	10	11	12	13	NM
CATEGORY OF ACFT	A				B				C				D								
OCA	480				480				480				480								

AIP
BANGLADESH

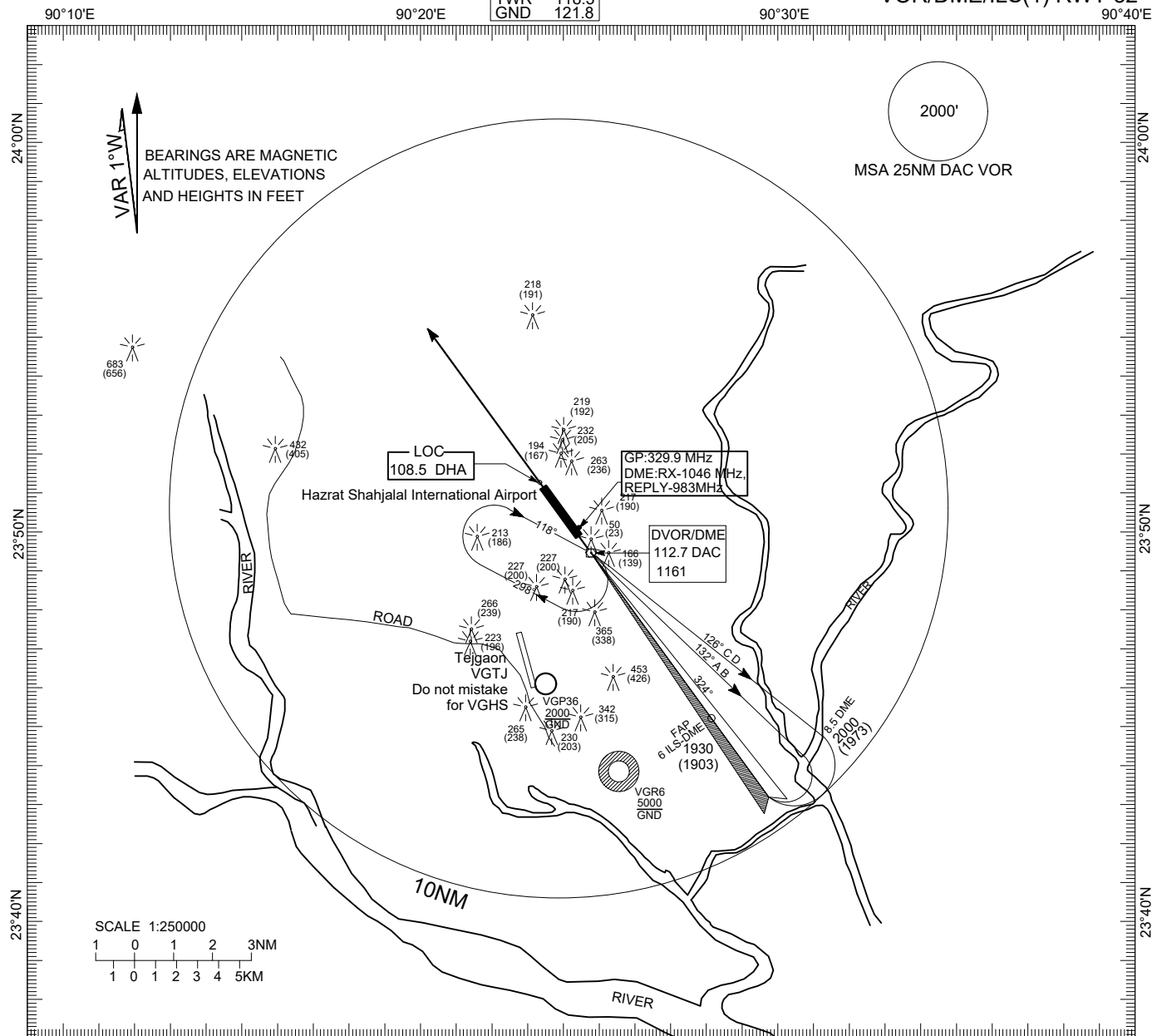
VGHS AD 2-43
11 JUL 2024

INSTRUMENT
APPROACH
CHART - ICAO

ELEV 27 FT
HEIGHTS RELATED
TO AD ELEV

ATIS 127.4
ACC(U) 125.7
ACC(L) 126.7
APP 121.3
TWR 118.3
GND 121.8

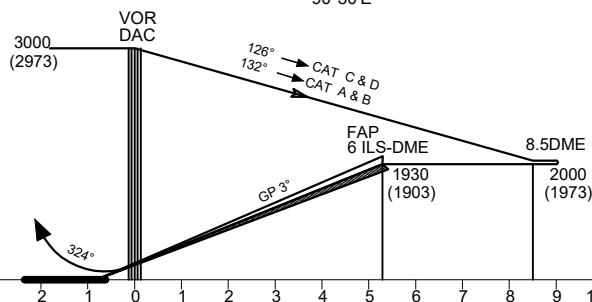
DHAKA, BANGLADESH
HAZRAT SHAHJALAL INTERNATIONAL AIRPORT
VOR/DME/ILS(1) RWY 32



TRANSITION LEVEL FL 060
TRANSITION ALTITUDE 4000FT

MISSED APPROACH

CLIMB TO 2000FT/610M ON TRACK 324°
TURN LEFT TO 'DAC' AND CONTACT ATC
FOR FURTHER INSTRUCTION



CATEGORY OF ACFT		A	B	C	D	CAT		A	B	C	D
OCA(OCH)	FULL	300 (270)	310 (280)	320 (290)	330 (300)	SPEED	KNOTS	90	120	150	180
	GP OUT	350	350	350	350	RATE OF DESCENT	FT/MIN	480	635	795	955
						MET MINIMA (m)	BALS	1200m			
							NALS	1400m			
							GP OUT	2000m(CAT A & B) & 2400m (CAT C & D)			

AIP
BANGLADESH

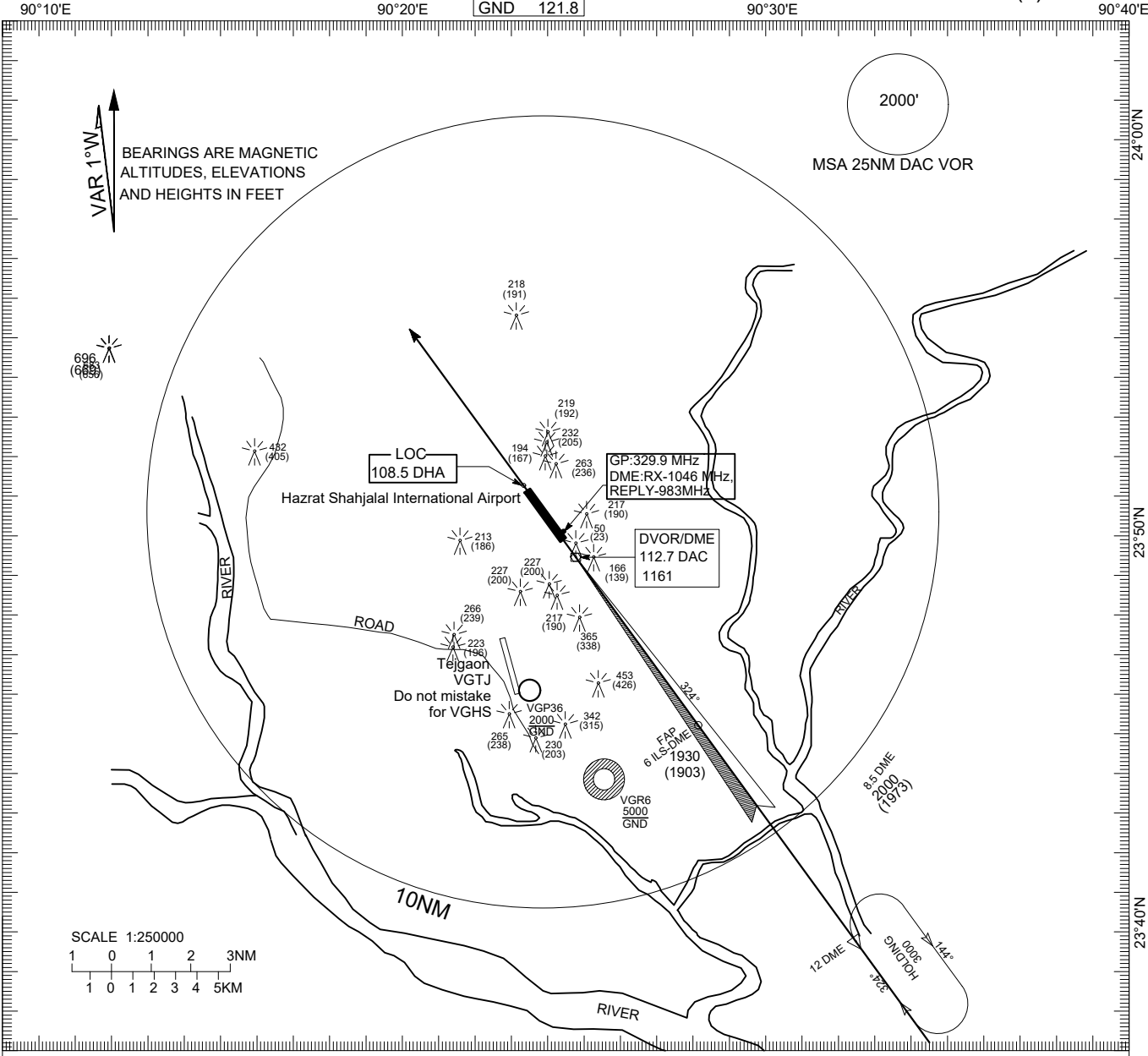
VGHS AD 2-45
11 JUL 2024

INSTRUMENT
APPROACH
CHART - ICAO

ELEV 27 FT
HEIGHTS RELATED
TO AD ELEV

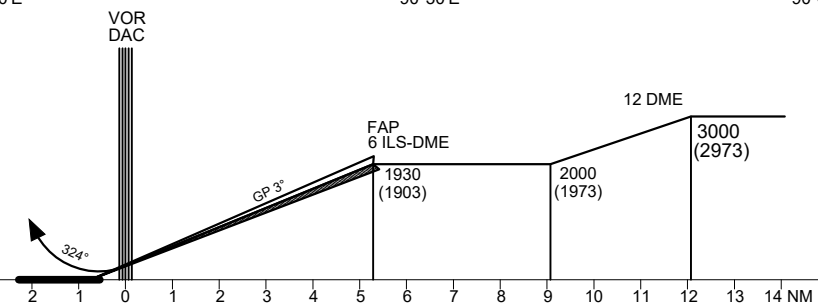
ATIS	127.4
ACC(U)	125.7
ACC(L)	126.7
APP	121.3
TWR	118.3
GND	121.8

DHAKA, BANGLADESH
HAZRAT SHAHJALAL INTERNATIONAL AIRPORT
VOR/DME/ILS(2) RWY 32



TRANSITION LEVEL FL 060
TRANSITION ALTITUDE 4000FT

MISSED APPROACH
CLIMB TO 2000FT/610M ON TRACK 324°
TURN LEFT TO 'DAC' AND CONTACT ATC
FOR FURTHER INSTRUCTION



CATEGORY OF ACFT		A	B	C	D	CAT		A	B	C	D
OCA(OCH)	FULL	300 (270)	310 (280)	320 (290)	330 (300)	SPEED	KNOTS	90	120	150	180
	GP OUT	350	350	350	350	RATE OF DESCENT	FT/MIN	480	635	795	955
						MET MINIMA (m)	BALS	1200m			
							NALS	1400m			
							GP OUT	2000m(CAT A & B) & 2400m (CAT C & D)			

AIP
BANGLADESH

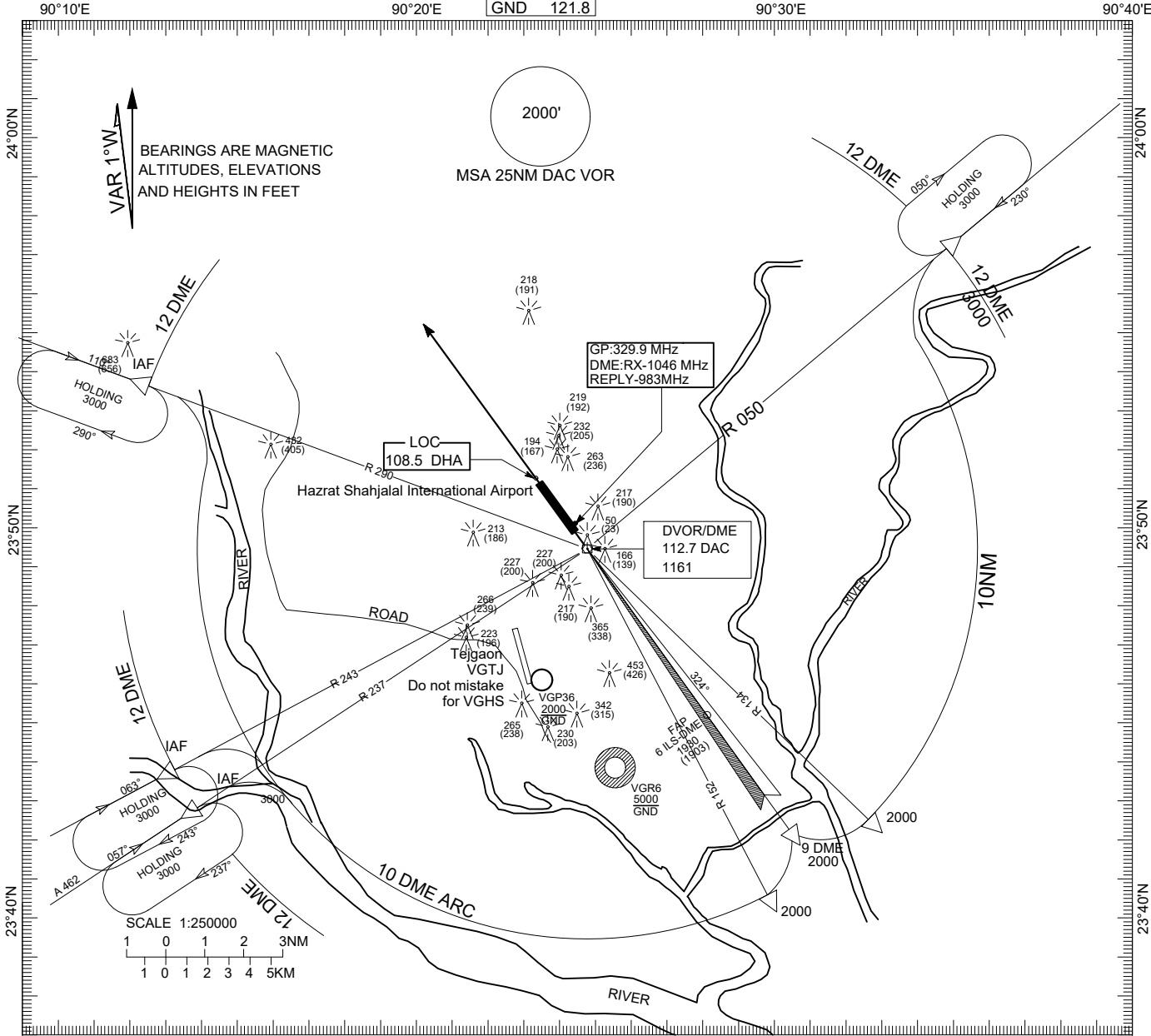
VGHS AD 2-47
11 JUL 2024

INSTRUMENT
APPROACH CHART
CHART-ICAO

ELEV 27 FT
HEIGHTS RELATED
TO AD ELEV

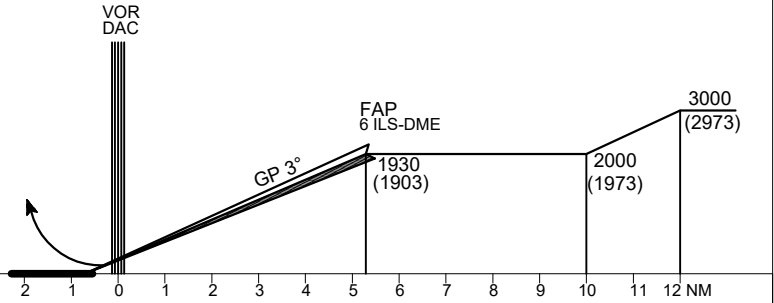
ATIS	127.4
ACC(U)	125.7
ACC(L)	126.7
APP	121.3
TWR	118.3
GND	121.8

DHAKA, BANGLADESH
HAZRAT SHAHJALAL INTERNATIONAL AIRPORT
VOR/DME-ARC/ILS RWY 32



TRANSITION LEVEL FL 060
TRANSITION ALTITUDE 4000FT

MISSED APPROACH
CLIMB TO 2000FT/610M ON TRACK 324°
TURN LEFT TO 'DAC' AND CONTACT ATC
FOR FURTHER INSTRUCTION



CATEGORY OF ACFT		A	B	C	D	CAT		A	B	C	D
OCA(OCH)	FULL	300 (270)	310 (280)	320 (290)	330 (300)	SPEED	KNOTS	90	120	150	180
	GP OUT	350	350	350	350	RATE OF DESCENT	FT/MIN	480	635	795	955
						MET MINIMA (m)	BALS	1200m			
							NALS	1400m			
							GP OUT	2000m(CAT A & B) & 2400m (CAT C & D)			

AD 2 AERODROMES**VGEG AD 2.1 AERODROME LOCATION INDICATOR AND NAME****VGEG –SHAH AMANAT INTERNATIONAL AIRPORT, CHATTOGRAM****VGEG AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATION DATA**

1	ARP and its site	221525.28N 0914919.95E, on the RWY
2	Direction and distance from city	South of City Railway Station; 10 NM
3	AD elevation and reference temperature	ELEV : 14.108 ft T : 32° C (April)
4	MAG VAR/ Annual change	1° W in 2020 (Annual change 2°W)
5	AD Operator, address, telephone, telefax , AFS	Civil Aviation Authority of Bangladesh Postal Address: Shah Amanat International Airport, Chattogram, Bangladesh. Telephone : Director, SAIA : +88 02 41350100 Control Tower : +88 02 41350105 Fax : +88 02 41350101 E-mail : dsaiactg@caab.gov.bd AFS : VGEGYDYX
6	Types of traffic permitted	IFR/VFR
7	Remarks	Nil

VGEG AD 2.3 OPERATIONAL HOURS

OPERATIONAL HOURS		
Sl. Nr	Service	Hours
1	Aerodrome Administration	0900 LT to 1700 LT except FRI, SAT and Government holidays
2	Custom and Immigration	HO
3	Health and sanitation	HO
4	AIS briefing office	HO
5	ATS reporting office (ARO)	HO
6	MET briefing office	H24
7	Air Traffic Service	HO
8	Fueling	HO
9	Handling	HO
10	Security	HO
11	De-icing	NIL
12	Remarks	NIL

VGEG AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	Manual handling
2	Fuel and Oil types	SAG 100/130, JET A-1, AVG as 100 LL, Limited Quantity stored in drums.
3	Fueling facilities and capacity	Hydrant dispenser, Bowser refueling,
4	De-icing facilities	NIL requirement
5	Hangar space for visiting aircraft	NIL
6	Repair facilities for visiting aircraft	NIL
7	Remarks	NIL

VGEG AD 2.5 PASSENGER FACILITIES

1	Hotels at or in the vicinity of the AD	Nil at the Airport, AVBL in Chattogram city.
2	Restaurant at or in the vicinity of the AD	AVBL
3	Transportation Facilities	AVBL
4	Medical facilities	First aid treatment AVBL
5	Bank and Post Office at or in the vicinity of the AD	AVBL
6	Tourist office	AVBL
7	Remarks	Nil

VGEG AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD Category for fire fighting	CAT: 9	←
2	Rescue equipment	AVBL to meet the ICAO requirement for CAT 9	←
3	Disabled Aircraft Removal	Nil	
4	Remarks	Nil	←

VGEG AD 2.7 SEASONAL AVAILABILITY CLEARING

- 1 Airport is available for all seasons. Side strips become unserviceable during monsoon. There is no requirement for clearing.

VGEG AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

1	Apron surface and strength	Surface : Bituminous Concrete Strength : PCN 90/R/C/W/T
2	Taxiway width, surface and strength	Width : 30m (TWY A and B) Surface : Bituminous Concrete Strength : PCN 90/F/C/W/T
3	Altimeter checkpoint location and elevation	Not designated
4	VOR checkpoint	Nil
5	INS checkpoints	Nil
6	Remarks	Nil

VGEG AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS.

1	Use of aircraft stand ID signs, TWY guidelines and visual docking/parking guidance system of aircraft stands; Boarding Bridges; Tow bar;	Taxiing guidance signs at all intersections with TWY and RWY, at all holding positions. Guidelines at apron: Nose-in guidance at aircraft stands. -Two boarding bridges are available. - - Due to parking and maneuvering problem , all ACFT with wing-span more than 80 ft operating to/fm Shah Amanat International Airport are required to have tow bar for pushback.
2	RWY and TWY markings and LGT	RWY : 05/23 White, omni-directional THR light : Green TWY : Blue edge lights for all taxiways. RWY marking aids : THR, TDZ, Centre line, RWY designator-all runways. TWY marking aids : TWY holding position, TWY centre line-all TWYs
3	Stop bars	Nil
4	Remarks	Nil

VGEG 2.10 AERODROME OBSTACLES

1					2
In approach/ Take off area					In circling area
RWY affected	Obstacle type elevation	Position	Marking/LGT	Remarks	Obstacles in the circling area at aerodrome are shown on page VGEG AD 2-9. All obstruction are provided with day marking and obstruction lighting where necessary and feasible.
23	Hill 132 ft	064°M, 2100 m, FM THR RWY 23	No	River Karnaphully flows around approach Rwy 23. Masts of ships and boats may constitute mobile obstructions on approach.	

VGEG AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET office	Shah Amanat Intl. (VGEG)
2	Hours of service	H24
3	Office responsible for TAF preparation Periods of validity (Hours)	Shah Amanat Intl. (VGEG) 12
4	Type of landing forecast Interval of issuance	TREND ½ hourly
5	Briefing /consultation provided	P,D,T
6	Flight documentation languages used	C, PL English
7	Charts and other information available for briefing of consultation	S, U
8	Supplementary equipment available for providing information	ATIS
9	ATS units provided with information	TWR
10	Additional information	Tel : 031-2500988, 2500962 :02-4135011-21 Ext: 3138, 3139

VGEG AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designator/ RWY Number	TRUE BRG	Dimension of RWY (m)	Strength(PCN) and surface of RWY	THR Coordinates	THR elevation (ft)	Slope of RWY
1	2	3	4	5	6	7
05	47.66°	2940 x 45	PCN 90/F/C/W/T Bituminous concrete	22 14 27 N 09148 09.48E	14	Nil
23	227.66°	2940x45	PCN 90/F/C/W/T Bituminous concrete	22 15 30.42 N 09149 26.04E	14	Nil

Designator/ RWY Number	SWY dimensions(m)	CWY dimensions(m)	Strip dimensions(m)	RESA(m)	OFZ	Remarks
1	8	9	10	11	12	13
05	150X45	450X150	3210X 280	90X90	Within CWY	Nil
23	Nil	450X150	3210X 280	90X90	Within CWY	Nil

VGEG AD 2.13 DECLARED DISTANCES

Designator/ RWY Number	TORA (M)	TODA(M)	ASDA(M)	LDA(M)	Remarks
05	2940	3390	3090	2940	Nil
23	2940	3390	2940	2940	Nil

VGEG AD 2.14 APPROACH AND RUNWAY LIGHTING

RW Y desig nator	APCH LGT type, LEN, INTST	THR LGT colour WBAR	VASI (MEHT) PAPI	TDZ LGT LEN	RWY centre Line LGT	RWY edge LGT, LEN, spacing, colour, INTST	RWY END LGT colour WBAR	SWY LGT	Remar ks
1	2	3	4	5	6	7	8	9	10
05	Simple approach lighting system 420m	Green Supplem ented by Green Wing bar	3 ⁰ PAPI	Nil	Nil	Last 2000ft amber rest white, omni- directional 20%,40%,60%, 80%, 100%	Red unidirectional Green omni- directional	Nil	Nil
23	Precision approach CAT I lighting system 900m	Green Supplem ented by Green Wing bar	3 ⁰ PAPI	Nil	Nil	Last 2000ft amber rest white, omni- directional 20%,40%,60%, 80%,100%	Red unidirectional Green omni- directional	Nil	Nil

VGEG AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN Location Characteristics and hours of operation	ABN: Atop new water tank. Altn W G every 3 Sec (Hours : HN & IMC)
2	LDI location and LGT Anemometer location and LGGT	Nil Anemometer end of RWY 05/23, Windsocks end of RWY 05/23 . LGT
3	TWY edge and centre line lighting	Edge: Blue edge lights for all TWYs Centre line : Nil
4	Secondary power supply/ switch over time	During main power supply failure, Automatic standby generator power supply available within 11 seconds. Kerosene flares abvl.
5	Remarks	Apron Lights: Abvl

VGEG AD 2.16 HELICOPTER LANDING AREA

1. As directed by ATC

VGEG AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

1	Designation	Chattogram Control Zone
	Lateral limits	A circle of 25 NM radius centered at Chattogram VOR (221527.90N 0914938.98E)
2	Vertical limits	GND to ft145 AGL
3	Airspace Classification	C
4	ATS unit call sign Language (S)	Chattogram Tower English
5	Transition altitude	4000 ft
6	Hours of applicability (or activation)	HO
7	Remarks	Nil

1	Designation	Air Traffic Zone (ATZ)
	Lateral limits	ATZ is oval shaped area joining outer tangents of 5 NM (9 km) radius circles centred at the RWY centre and both ends of RWY.
2	Vertical limits	4000 ft ALT
3	Airspace Classification	C
4	ATS unit call sign Language (S)	Chattogram Tower English
5	Transition altitude	4000 ft
6	Hours of applicability (or activation)	HO
7	Remarks	Nil

VGEG AD 2.18 AIR TRAFFIC SERVICES COMMUNICATIONS FACILITIES

Service designation	Call Sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
Aerodrome and Approach Control (Non-radar)	Chattogram Tower	118.400 MHz (PRI) 119.400 MHz (SRY)	HO	EMERG 121.500 MHz EM:A3
Surface Movement Control (SMC)	Chattogram Ground	121.800 MHz	HO	EM : A3
ATIS	Chattogram Information	127.600 MHz	HO	

VGEG AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid variation	Ident	Frequency	Oprhr	Position of transmitting antenna coordinates	Elev (ft) of DME Transmitting antenna	Remarks
1	2	3	4	5	6	7
DVOR	CTG	113.400 MHz	H24	22°15'27.90" N 91°49'38.98" E	---	373 m FM THR RWY 23, EM: A2
DME (En-route)	CTG	1168 MHz	H24	22°15'27.90" N 91°49'38.98" E	44	Co-located with D/VOR, EM : P9
ILS/LOC RWY 23	ICG	110.500 MHz	HO	22°14'20.94" N 91°48'02.18" E	---	280 m FM THR RWY 05
ILS/GP RWY 23	---	329.600 MHz	HO	22°15'20.49" N 91°49'20.45" E	---	Glide slope 3°, 120 m off set to east of RWY center line and 355 m inward FM THR 23, RDH 61ft
ILS DME RWY 23	ICG	1003 MHz	HO	---	---	Co-located with GP

VGEG AD 2.20 LOCAL TRAFFIC REGULATIONS

Prior approval to be obtained from ATC

VGEG AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

VGEG AD 2.22 FLIGHTPROCEDURES

As directed by ATC

VGEG AD 2.23 ADDITIONAL INFORMATION

1. Smoke from brick fields on short final runway-23

There are few brick fields on the eastern side of karnafuli river which falls on the approach path of RWY-23, occasional smoke from the brick fields might reduce visibility on the approach. All pilots are, therefore, advised to exercise caution during approach on RWY-23

2. Additional Information:

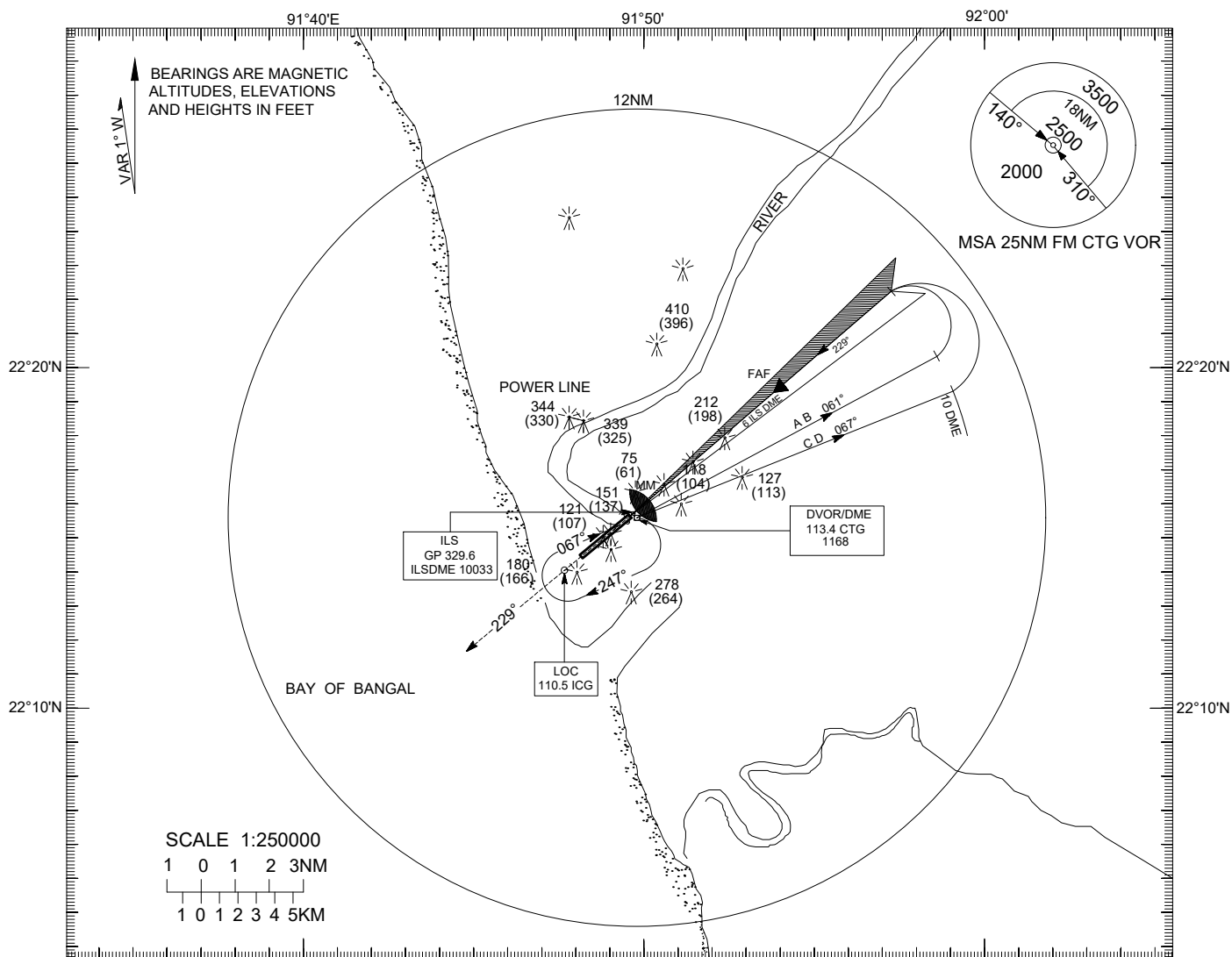
- There are 2 (two) arresting barriers located at distance of 61 ft. from ends of runway 05 and runway 23 (within runway strips) and barrier base of height 2(two) ft from the surface, located 122 ft. away on each side of the extended center line of the runway 05 & 23.
- The old terminal building (482 ft. from the center line of the runway) itself is not within the runway strip butt creates OLS violation.
- The flight line hanger (Termac-5) is at a distance of 641 ft. from the Centre line of the runway and height above the aerodrome elevation is 35ft. The hanger is located outside the runway strip but violates OLS by 10ft. Southern edge of the tarmac is about 296ft, from the centre line as such aircraft parked on the southern part comes within the runway strip,

INSTRUMENT
APPROACH
CHART-ICAO

ELEV 14 FT
HEIGHTS RELATED
TO AD ELEV

TWR 118.4(PRI) 119.4(SRY)

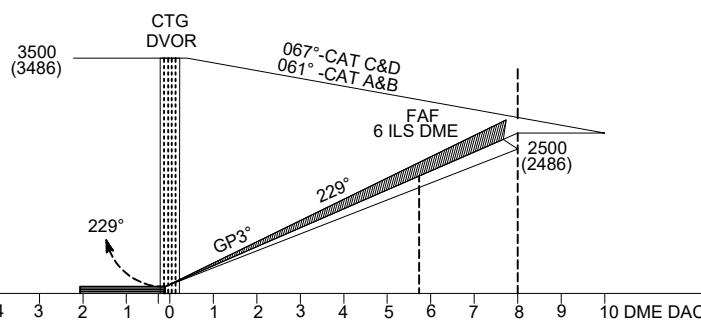
CHATTOGRAM, BANGLADESH
SHAH AMANAT INT'L. AIRPORT
VOR ILS DME RWY 23



TRANSITION LEVEL FL060
TRANSITION ALTITUDE 4000FT

MISSED APPROACH

CLIMB TO 2000FT/610m ON
TRACK 229° CONTACT ATC
FOR FURTHER INSTRUCTION

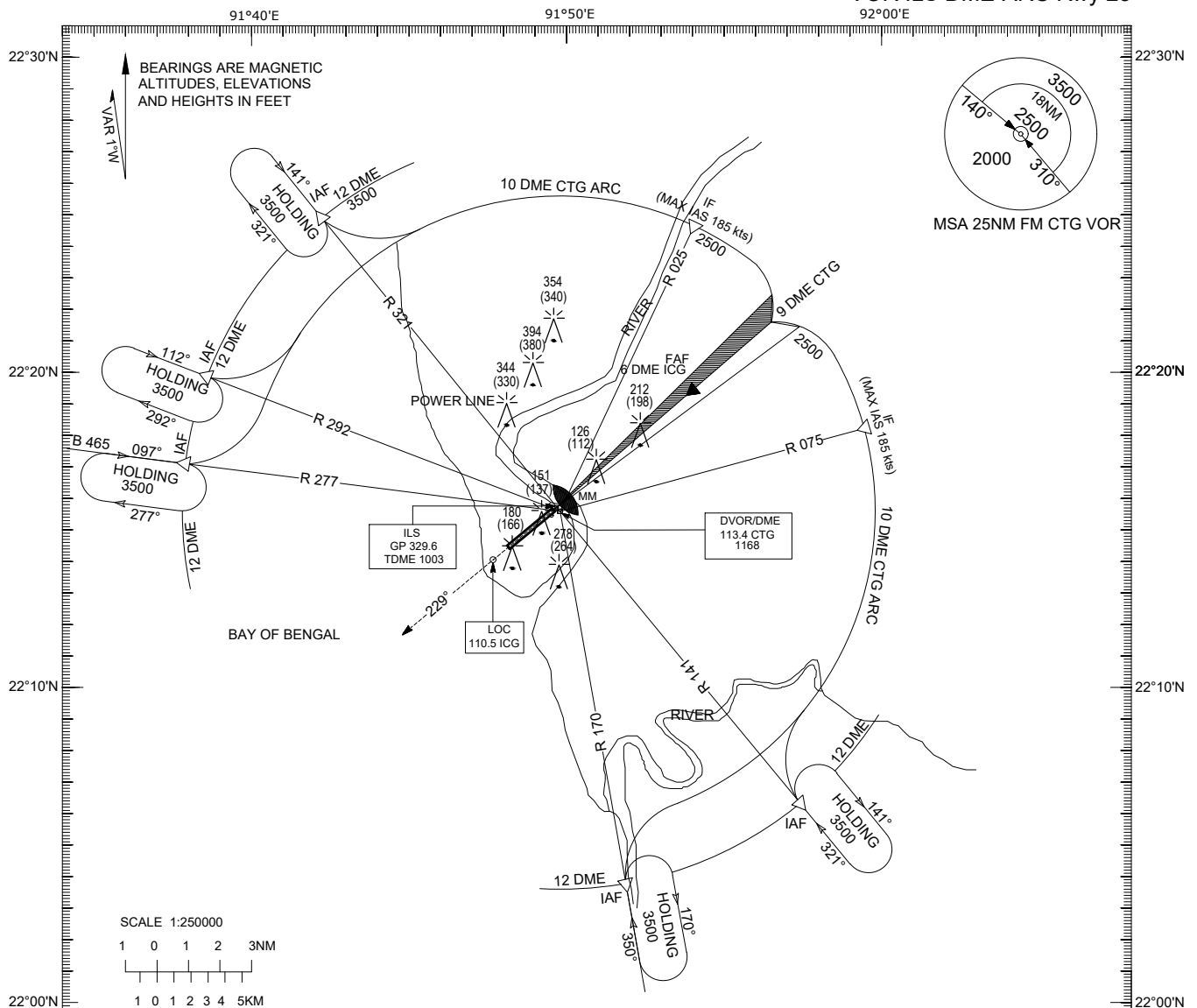


CATEGORY OF ACFT			A	B	C	D	CAT		A	B	C	D	
OCA (H)		FULL	314(300)	326(312)	334(320)	345(331)		SPEED	KNOTS	90	120	150	160
		GP OUT	430(416)					RATE OF DESCENT/GS	FT/MIN	400	635	795	955
DISTANCE	6 DME	5 DME	4 DME	3 DME	2 DME	1 DME		FAF TO THR 23 6.1 NM	MIN:S	4:06	3:04	2:27	2:03
ALTITUDE	1980	1660	1342	1024	704	384		MET MINIMA(M) VIS (RVR)	FULL	1000(800)			
(HEIGHT)	(1966)	(1646)	(1328)	(1010)	(690)	(370) <th>ALS OUT</th> <td colspan="4">1400</td>			ALS OUT	1400			
								GP OUT	2400				

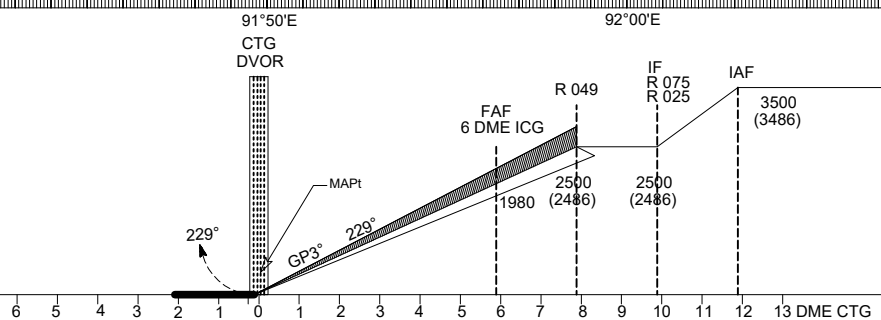
INSTRUMENT APPROACH CHART-ICAO	ELEV 14 FT HEIGHTS RELATED TO AD ELEV
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TWR 118.4(PRI)
119.4(SRY)

VGEG AD 2-29
11 JUL 2024
CHATTOGRAM, BANGLADESH
SHAH AMANAT INT'L. AIRPORT
VOR ILS DME-ARC Rwy 23



CLIMB TO 2000FT/610M ON
TRACK 229° CONTACT ATC
FOR FURTHER INSTRUCTION



CATEGORY OF ACFT			A	B	C	D	CAT		A	B	C	D
OCA (H)		FULL	314(300)	326(312)	334(320)	345(331)	SPEED	KNOTS	90	120	150	160
		GP OUT (CDFA)	430(416)				RATE OF DESCENT/GS	FT/MIN	400	635	795	955
DISTANCE	6 DME	5 DME	4 DME	3 DME	2 DME	1 DME	FAF TO THR 23 6 NM	MIN:S	4:06	3:04	2:27	2:03
ALTITUDE	1980	1660	1342	1024	704	384	MET MINIMA(M) VIS (RVR)	BALS	1000 (800)			
(HEIGHT)	(1966)	(1646)	(1328)	(1010)	(690)	(370)		NALS	1400			
								GP OUT	2400			

CIVIL AVIATION AUTHORITY

AIP AMDT 02/24

CHANGE: Localizer Code Corrected

VGSY AD 2.1 AERODROME LOCATION INDICATOR AND NAME**VGSY – OSMANI INTERNATIONAL AIRPORT, SYLHET****VGSY AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATION DATA**

1	ARP coordinates and site at AD	245740.83N 0915217.89E in the RWY
2	Distance and direction from city	05 NM N/NE of Town
3	AD elevation/reference temperature	50 ft /35.4°C
4	MAG VAR /Annual change	1° W (2020) Annual change 2'W
5	AD administration, address, telephone, fax, AFS	Civil Aviation Authority of Bangladesh Postal address: Director, Osmani International Airport, Sylhet, Postal code 3102, Bangladesh Telephone : Director : 02996631143 Control TWR : 02996634315 VGSYZTZX
6	Types of traffic permitted	IFR/VFR
7	Remarks	Nil

VGSY AD 2.3 OPERATIONAL HOURS

SL Nr.	Services	Hours
1	Aerodrome Administration	As per government declared office hour. FRI & SAT holiday
2	Custom and Immigration	HO
3	Health and Sanitation	HO
4	AIS briefing office	NIL
5	ATS reporting office (ARO)	HO
6	MET briefing office	HO
7	Air traffic service	HO
8	Fueling	HO
9	Handling	HO
10	Security	HO
11	De-icing	NIL
12	Remarks	NIL

VGSY AD 2.4 HANDLING SERVICES AND FACILITIES

Manual Handling

VGSY AD 2.5 PASSENGER FACILITIES

1	Hotels	AVBL within 2 Km FM airport
2	Restaurant accommodation	Limited at the airport
3	Transportation available	Taxies, Microbus, Car, Auto rickshaws
4	Medical facilities	Only first Aids AVBL.
5	Banks	AVBL
6	Tourist office	AVBL within 2 KM FM airport
7	Remarks	NIL
9	Post Office	NIL

VGSY AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD Category for fighting	CAT : 8
2	Rescue Equipment	AVBL to meet the ICAO requirement for CAT 8
3	Disabled Aircraft Removal	NIL
4	Remarks	NIL

VGSY AD 2.7 SEASONAL AVAILABILITY CLEARING

2.7.1 The airport is available for all seasons. Side stripes become unusable during monsoon. There is no requirement for clearing.

VGSY AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

1	Apron surface and strength	Surface : Bituminous Concrete Strength: PCN 40/F/C/Y/T (old apron), 70/R/C/X/T(new apron)
2	Taxiway width, surface and strength	Width : 75 ft Surface: Bituminous Concrete Strength: PCN 40/F/C/Y/T (Taxiway-A), 101/F/C/X/T (Taxiway-B)
3	Altimeter checkpoint location and elevation	Not designated
4	INS Checkpoints check point	NIL
5	INS Checkpoints	NIL
6	Remarks	NIL

VGSY AD 2.9 SURFACE MOVEMENT GUIDANCE, CONTROL SYSTEM AND MARKINGS

1	Stand identification/taxiway guidelines/ visual docking/parking guidance	Taxiing guidance signs at intersection with TWY and RWY. Guidance at apron: Nose-in guidance at aircraft stands. - Due to parking and maneuvering problem, all ACFT with wing-span more than 80ft operating to/fm Osmani International Airport are required to have tow bar for pushback.
2	RWY and TWY markings and LGT	RWY marking aids: THR, Centre line, RWY designator all runways, Touchdown zone marking. TWY marking aids: TWY centerline, RWY Holding Position
3	Stop bars	NIL
4	Remarks	NIL

VGSY AD 2.10 AERODROME OBSTACLES

SL Nr	Name of the significant obstacles/obstructions	Coordinates of the Obstacle	True Bearing FM REF point	Dist FM REF Point (m)	Elevation AMSL (ft)
	DVOR	245747.75 N 915142.06 E	283.20	1019	74
	AWOS	245801.83 N 915112.79 E	---	---	63
	Control Tower	245731.19 N 915214.92 E	197.39	278	118
	Light Mast-01	245727.10 N 915216.77 E	184.64	407	127
	Light Mast-02	245726.12 N 915219.05 E	175.77	426	127
	Light Mast-03	245725.19 N 915221.04 E	---	---	127
	Light Mast-04	245724.38 N 915223.06 E	---	---	127
	Light Mast-05	245732.65 N 915209.65 E	227.07	315	133
	Light Mast-06	245727.10 N 915213.11 E			130
	Grand Sylhet (building)	245718.46 N 915140.35 E	236.15	1241	195.
	Mobile Antenna Tower	245708.25 N 915151.19 E	216.88	1241	215
	TV Mast	245338.20 N 915245.70 E	180	17594	499
	Chimney-1	245815.08 N 915152.25 E	313.44	1593	123
	Chimney-2	245823.80 N 915133.10 E	---	---	143
	Jalalabad GAS Transmission building	245302.76 N 915253.37 E	174	8619	226
	Kailastila Gas Field	245204.96 N 920124.40 E	124	18521	226
	Hill Side Apartment	245706.47 N 915152.25 E	---	---	173
	App Path-29 Elec. Pole	245726.13 N 915258.89 E	---	---	88
	RAB Mast, Rab-9 Majortila, Islampur	245350.87 N 915433.52 E	---	---	218
	Radio Mast, Majortila, Islampur	245338.20 N 915422.34 E	---	---	416
	Jhanditila, Near Kalagul Tea Garden, Khadimnagar.	245630.58 N 915513.60 E	---	---	243

VGSY AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET office	Osmani Int'l Airport Sylhet (VGSY)
2	Hours of service	HO
3	Office responsible for TAF preparation Periods of validity (hours)	Hazrat Shahjalal Int'l (VGHS) 6
4	Type of landing forecast Interval of issuance	--
5	Briefing/consultation provided	Provided at VGHS
6	Flight documentation Languages used	C, PL English
7	Charts and other information available for briefing or consultation	--
8	Supplementary equipment available for providing information	--
9	ATS units provided with information	TWR
10	Additional information	Tel: NIL

VGSY AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designator RWY NR	TRUE BRG	Dimensions of RWY (m)	Strength (PCN) and surface of RWY & SWY	THR Coordinates	THR elevation (ft)	Slope of RWY- SWY
1	2	3	4	5	6	7
11	112.26°	3125X45	PCN 101/F/C/X/T (RWY) PCN 89/F/C/X/T (SWY)	245809.25 N 0915104.29 E	50	0.16 %
29	292.26°	3125X45	Bituminous Concrete	245729.65 N 0915246.85 E	50	0.16 %

Designator RWY NR	SWY Dimensions (m)	CWY Dimensions (m)	Strip Dimensions (m)	RESA(m)	OFZ	Remarks
1	8	9	10	11	12	13
11	95 X 45	275 X 150	3312 X 300	90x90	within the clearway	NIL
29	67 X 45	905 X 150	3312 X 300	90x90	within the clearway	

VGSY AD 2.13 DECLARED DISTANCES

RWY	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	REMARKS
1	2	3	4	5	6
11	3125	3400	3220	3125	NIL
29	3125	4030	3192	3035	Due displaced threshold (245730.79 N 0915243.89 E)

VGSY AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH	THR	VASIS PAPI	TDZ	RWY Centre line	RWY edge	END & WBAR	STW LGT	Remarks
1	2	3	4	5	6	7	8	9	10
11	Precision approach lighting system (CAT-1)	Six Green LGT	3° PAPI	NIL	NIL	60 m apart lights intensity	AVBL	NIL	
29	Simple approach lighting system	Six Green LGT	3° PAPI	NIL	NIL	100%, 80 %, 60 %.	AVBL	NIL	

VGSY AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPL

1	ABN/ IBN location, characteristics and hours of operation	Nil
2	LDI location and LGT Anemometer location and LGT	Nil Atop control TWR,LGT
3	TWY edge and center line lighting	Edge: AVBL Center line: Nil
4	Secondary power supply switch-over time	During main power supply failure, Automatic standby generator power supply available within 15 seconds.
5	Remarks	Apron lights avbl

VGSY AD 2.16 HELICOPTER LANDING AREA

As directed by ATC

VGSY AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

1	Designation	Sylhet Control Zone (CTR)
	Lateral limits	A circle of 20 NM radius centered at Sylhet VOR (245747.75 N 915142.06 E) except that portion which falls within Kolkata/Guwahati FIR
2	Vertical limits	GND to FL 075 AGL
3	Airspace Classification	C
4	ATS unit call sign Language (S)	Sylhet Tower English
5	Transition altitude	4000 ft
6	Hours of applicability(or activation)	HO
7	Remarks	Nil

1	Designation	Aerodrome Traffic Zone (ATZ)
	Lateral limits	ATZ is oval shaped area joining outer tangents of 5 NM (9KM) radius circles centered at the RWY centre and both ends of RWY
2	Vertical limits	4000 ft (ALT)
3	Airspace	C
4	Unit Language	Sylhet Tower English
5	Transition altitude	4000 ft
6	Hours of applicability (or activation)	HO
7	Remarks	Nil

VGSY AD 2.18 AIR TRAFFIC SERVICES COMMUNICATIONS FACILITIES

Service designation	Call Sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
Aerodrome and Approach Control Service (Non-Radar)	Sylhet TWR	122.900 MHz (PRI) 122.500 MHz (SRY)	HO	NIL

VGSY AD 2.19 RADIO NAVIGATION AND LANDING AIDS

	Type of aid Variation	Ident	Frequency	Operation hours	Position of transmitting antenna Coordinates	Elevation of Nav aids transmitting antenna (ft)	Remarks
→	D/VOR	SYT	116.400 MHz	HO	245747.75 N 0915142.06E	74.16	-
	DME	SYT	1198 MHz	HO	245747.75 N 0915142.06E	74.16	Collocated with DVOR
→	ILS/LOC-11	SYL	111.500 MHz	HO	245726.52 N 0915254.94E	65	-
→	ILS/GP-11	-	332.900 MHz	HO	245802.00 N 0915111.86E	84.40	-
	ILS/DME-11	-	1013 MHz	HO	245801.86N 0915112.18E	65	Collocated with GP

VGSY AD 2.20 LOCAL TRAFFIC REGULATIONS

Prior approval to be obtained from ATC

AIP
BANGLADESH

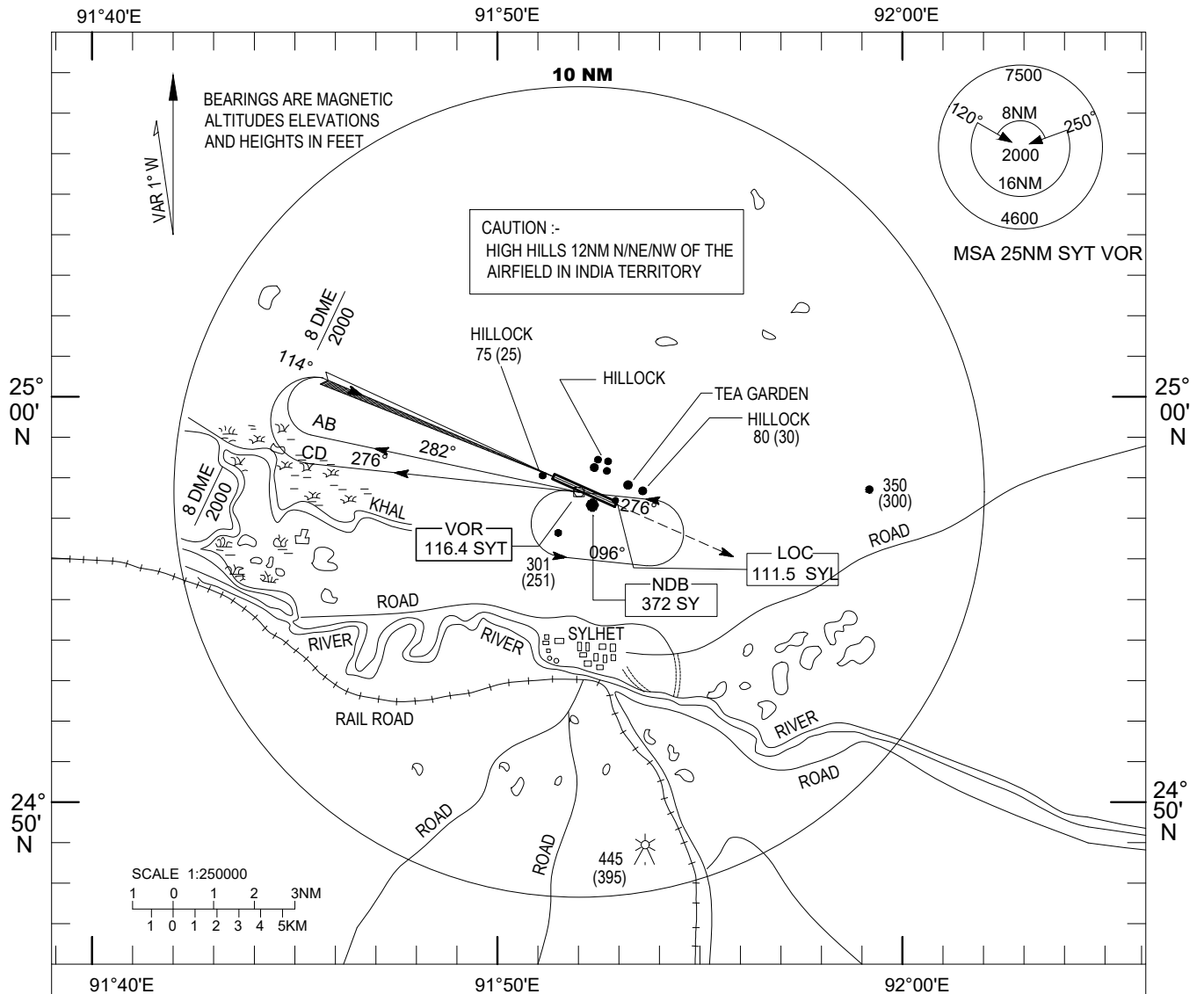
VGSY AD 2 - 19
11 JUL 2024

INSTRUMENT APPROACH
CHART- ICAO

ELEV 50FT
HEIHGTS RELATED
TO AD ELEV

TWR 122.9(PRI)
122.5(Stand by)

SYLHET, BANGLADESH
OSMANI INTERNATIONAL
VOR/ILS/DME RWY 11

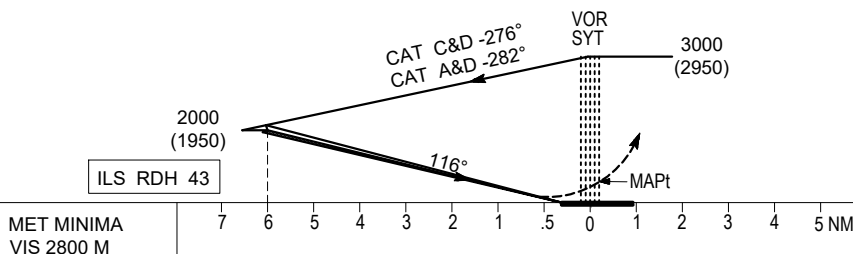


TRANSITION LEVEL FL 060
TRANSITION ALTITUDE 4000FT

MISSED APPROACH

CLIMB TO 2000FT / 610m ON
TRACK 114° CONTACT ATC
FOR FURTHER INSTRUCTION

CHANGE: Localizer Code Corrected



CATEGORY OF ACFT		A	B	C	D	CAT		A	B	C	D	
OCA		FULL	230	240	250	260	SPEED	KNOTS	90	120	150	280
		GP OUT	350	350	350	350	RATE OF DESCENT/GS	FT/MIN	480	635	795	950
DISTANCE	6 DME 5 DME	4DME	3DME	2 DME	1 DME	FAF TO THR11	MIN:S	3:54	2:55	2:20	1:57	
ALTITUDE	2000 1685	1366	1048	730	411	MET MINIMA (m)	FULL	VIS: 800m, RVR: 800m				
(HEIGHT)	(1950) (1635)	(1316)	(998)	(680)	(361)		ALS OUT	VIS: 1400m				
							GP OUT	2000m(CAT A,B) & 2800m(CAT C,D)				

AIP
BANGLADESH

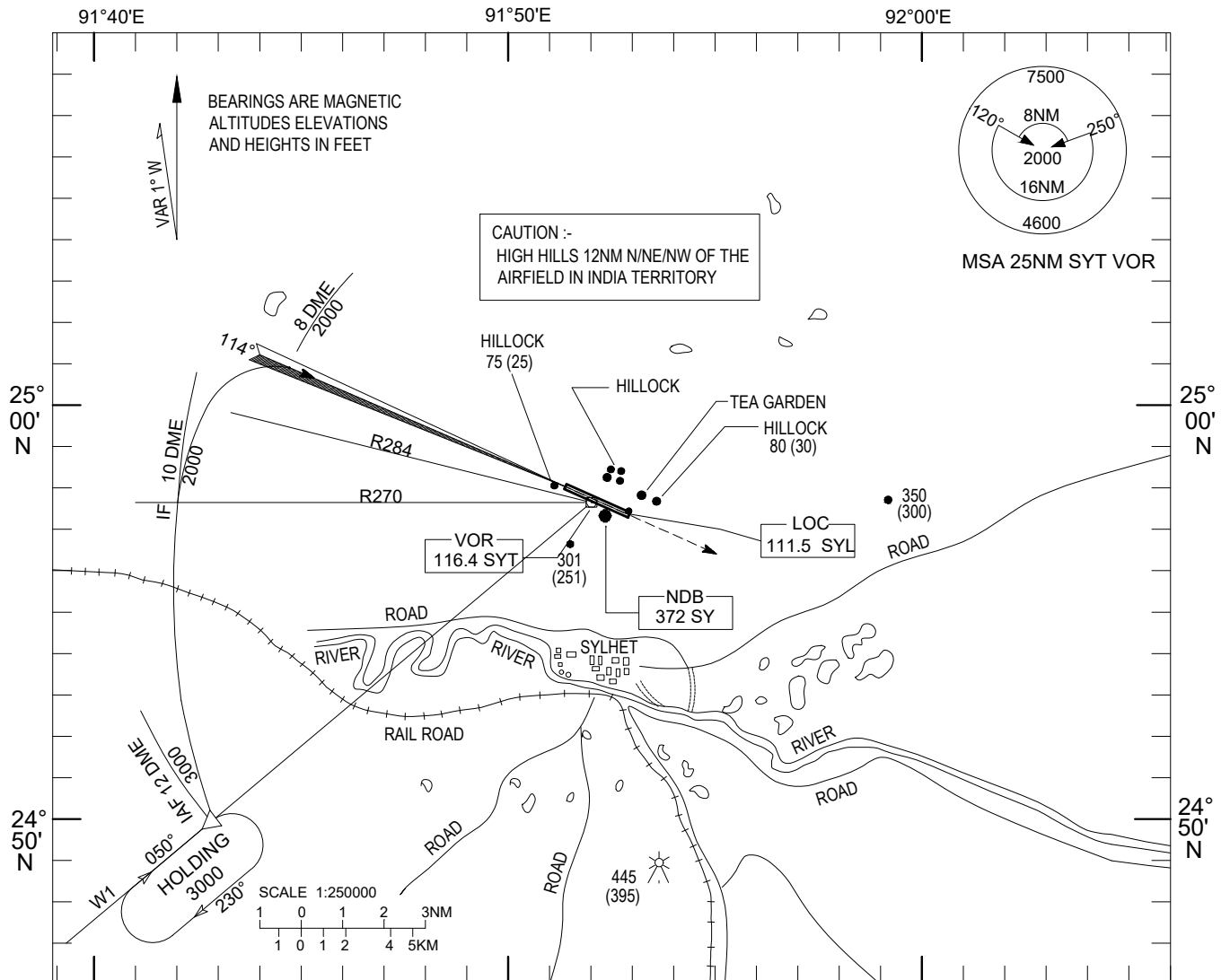
VGSY AD 2 - 21
11 JUL 2024

INSTRUMENT
APPROACH
CHART- ICAO

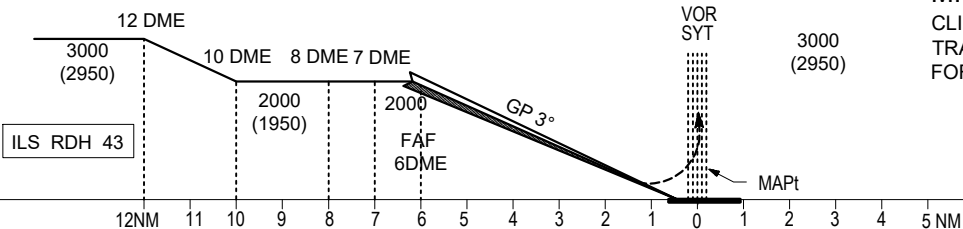
ELEV 50FT
HEIHGTS RELATED
TO AD ELEV

TWR 122.9(PRI)
122.5(Stand by)

SYLHET, BANGLADESH
OSMANI INTERNATIONAL
VOR/ILS/DME-ARC RWY 11



TRANSITION LEVEL FL 060
TRANSITION ALTITUDE 4000FT



MISSED APPROACH
CLIMB TO 2000FT / 610m ON
TRACK 114° CONTACT ATC
FOR FURTHER INSTRUCTION

CHANGE: Localizer Code Corrected

CATEGORY OF ACFT			A	B	C	D	CAT			A	B	C	D
OCA			FULL	230	240	250	260	SPEED	KNOTS	90	120	150	280
			GP OUT	350	350	350	350	RATE OF DESCENT/GS	FT/MIN	480	635	795	958
DISTANCE	6 DME	5 DME	4DME	3DME	2 DME	1 DME	FAF TO THR11	MIN:S	3:54	2:55	2:20	1:57	
ALTITUDE	2000	1685	1366	1048	730	411	MET MINIMA (m)	FULL	VIS: 800m, RVR: 800m				
(HEIGHT)	(1950)	(1635)	(1316)	(998)	(680)	(361)		ALS OUT	VIS: 1400m				
								GP OUT	2000m(CAT A,B) & 2800m(CAT C,D)				

CIVIL AVIATION AUTHORITY

AIP AMDT 02/24

VGBG AD 2.7 SEASONAL AVAILABILITY CLEARING

The airfield is available for all seasons. Side strips become unusable during monsoon. There is no requirement for clearing.

VGBG AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

1	Apron surface and Strength	Surface : Concrete Strength : PCN 13 F/C/Y/T
2	Taxiway Width, Surface and Strength	Width: 50 ft. Surface : Bituminous Concrete Strength : PCN 13 F/C/Y/T
3.	Altimeter checkpoint location and elevation	Not designated
4.	VOR Checkpoints	Nil
5.	INS Checkpoints	Nil
6.	Remarks	Nil

VGBG AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Stand Identification signs, Taxiway Guide Lines & Visual Docking/ Parking Guidance.	Taxing Guidance Markings and Apron Guide Lines, Marshalling guidance provided.
2	RWY and TWY Markings and LGT	RWY Marking aids : THR, Center Line, RWY Holding Markings and RWY. Designators all runways. TWY Marking Aids: RWY holding position and TWY Centre Line.
3.	Stop bars	Nil
4.	Remarks	Nil

VGBG 2.10 AERODROME OBSTACLES

In approach/ TOKF area					
RWY Affected	Obstacle Type	WGS-84 Co-ordinates	Position Ref to ARP	Elevation (ft.)	Markings/ lighting
RWY 30	BT&T Microwave Tower Banani, Bogura	24 49 08N 089 23 00E	128° 4.6 NM(8.5 km)	247	Yes/Yes
RWY 12	Kahalu RF Fadiating Mast	24 51 56N 089 16 11E	269° 2.6 NM(4772 m)	466	Yes/Yes
In Circling Area					
RWY-30/12	BRUL OS Tower	24 53 05N 089 20 49E	056° 1.97 NM(3648 m)	374	Yes/Yes

VGBG 2.11 METEOROLOGICAL INFORMATION PROVIDED

Weather information and Met briefing are provided by BAF Met section at the Airfield in co-ordination with Regional Meteorological Office, Bogura and Meteorological Squadron BAF Base Basher, Dhaka.

VGBG 2.12 RUNWAY PHYSICAL CHARACTERISTICS

RWY Designator	True BRG	Dimensions of RWY (ft)	Strength (PCN) and Surface of RWY & SWY	THR Coordinates	THR Elevation	Slope of RWY & SWY
1	2	3	4	5	6	7
12	119.87 ⁰	3000 X 100	PCN 13/F/C/Y/T Bituminous Concrete	24 52 07.81N 089 18 45.48E	59 ft	--
30	299.87 ⁰	3000 X 100	PCN 13 F/C/Y/T Bituminous Concrete	24 51 53.12N 089 19 13.44E	59 ft	--

RWY Designator	SWY Dimensions (ft)	CWY Dimension (ft)	Strip Dimensions (ft)	OFZ	Remarks
1	8	9	10	11	12
12	500 X 100	1000X300	5000X300	Within the CWY	At Both the Undershoot Areas there are small Cluster of Villages.
30	500 X 100	1000 X 300	5000 X 300	Within the CWY	

VGBG AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (ft)	TODA (ft)	ASDA (ft)	LDA (ft)	Remarks
1	2	3	4	5	6
12	3000	4000	3500	3000	Nil
30	3000	4000	3500	3000	Nil

VGBG AD 2.14 APPROACH AND RUNWAY LIGHTING
Nil**VGBG AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY**
Apron lightings are available without secondary power supply.**VGBG AD 2.16 HELICOPTER LANDING AREA**
As directed by ATC**VGBG AD 2.17 AIR TRAFFIC SERVICES AIRSPACE**

	Designation	Aerodrome Traffic Zone (ATZ)
1	Lateral Limits	ATZ is an oval shaped area joining outer tangents of 5 NM (9.3 km) radius circles centered at the RWY centre and both ends of the RWY
2	Vertical Limits	Altitude 4000 ft
3	Airspace Class	D
4	ATS Unit Language	Bogura Tower English
5	Transition altitude	4000 ft
6	Hours of applicability (or activation)	HO
7	Remarks	Nil

VGBG AD 2.18 AIR TRAFFIC SERVICES COMMUNICATIONS FACILITIES

Service designation	Call Sign	Frequencies	Hours of operation	Remarks
1	2	3	4	5
Aerodrome Control Service	Bogura Tower	128.700 MHz (PRI) 121.800 MHz (Grd)	HO	1) Service provided by Bangladesh Air Force. 2) HF/RT 6826 kHz for Coordination.

VGBG AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of Aid & MAG Variation	Identification	Frequency	Ops Hours	Position of transmitting antenna Coordinates	Elevation of DME Transmitting Antenna	Remarks
1	2	3	4	5	6	7
NDB	BG	336 kHz	HO	24 51 50.87N 089 19 02.39E	N/A	Nil

VGBG AD 2.20 LOCAL TRAFFIC REGULATIONS

Prior approval to be obtained from ATC

VGBG AD 2.21 NOISE ABATEMENT PROCEDURES

Not yet established

VGBG AD 2.22 FLIGHT PROCEDURES

1. FLIGHT PLAN

The procedure mentioned in ENR 1:10 (Flight Plan) AIP, Bangladesh is to be followed

2. ARRIVAL/DEPARTURE AND COORDINATION PROCEDURE.

2.1 Departure.

Aircraft departing from Bogura will be handed over to Dhaka control while leaving the jurisdiction of Bogura Tower.

2.2 Arrival.

Dhaka control shall hand over all aircraft to Bogura Tower before the aircraft enters the jurisdiction of Bogura Tower.

VGBG AD 2.23 ADDITIONAL INFORMATION

Nil

VGBG AD 2.24 CHARTS RELATED TO BOGURAAIRFIELD

NR	Type of Chart	PAGE NR
1	Aerodrome Chart	NIL
2	Aerodrome obstacle Chart	NIL
3	Instrument Approach Chart.	NIL

VGBR AD 2.10 AERODROME OBSTACLES

List of high mast/ tower/hill/chimney/ building/ barrier/ antenna around Barishal Airport, Barishal

SL Nr.	Name of the significant obstacles/obstructions	Co-ordinates of the Obstacle	True Bearing FM REF point	Dist (m) FM ref Point	Elevation AMSL (ft)	LGT
1.	GP Tower, Batajor, Gournadi	225436.22N 0901450.16E	336°	13475	175.95	
2.	Banglalink Tower, Sanuhar bus Stand, Uzirpur	225234.05N 0901552.42E	336°	9320	141.71	
3.	Old Electric Pole, Baherchar Hospital, Babuganj	224937.30N 0901827.20E	012°	3155	209.31	
4.	Banglalink Tower, Dhaka-Barishal Road, Sikarpur, Babuganj	224921.53N 0901604.10E	307°	4308	169.52	
5.	Electric pole, Doarika Bridge (North), Babuganj	224836.04N 0901644.34E	307°	4285	195.47	
6.	Electric pole, Doarika Bridge (South), Babuganj	224821.59N 0901652.38E	290°	2192	203.47	
7.	GP Tower, Dhaka-Barishal Road, Rampotti, Babuganj	224804.28N 0901703.12E	277°	1764	147.46	
8.	Robi Tower, Doarika, Rakudia, Babuganj	224911.05N 0901737.24E	341°	2409	145.40	
9.	Brick Field Chimney, Doarika, Babuganj	224935.03N 0901736.20E	345°	3124	86.34	
10.	Banglalink Tower, Bakultola, Babuganj	224901.34N 0901854.08E	035°	2435	141.42	
11.	Citycell/Airtel Tower, Bakultola, Babuganj	224852.93N 0901818.49E	013°	1769	129.76	
12.	DLR Office Tower, Khanpura, Babuganj	224821.49N 0901811.14E	006°	1689	100.88	
13.	Veterinary College, Khanpura, Babuganj	224819.58N 0901832.60E	049°	1063	111.77	
14.	Ali Bricks Chimney-2, Babuganj	224734.90N 0901823.92E	105°	2657	90.16	
15.	Control Tower	224755.39N 0901757.03E	257°	217	69.52	
16.	NDB Mast	224752.17N 0901752.23E	247°	378	63.66	
17.	Parking Area Light Post	224755.30N 0901755.61E	259°	257	99.74	
18.	GP Tower, Above DBBL ATM Booth, Rahmatpur Bazar, Babuganj	224726.08N 0901752.09E	200°	1012	109.68	
19.	Sheba Telcom, Madhobpasha, Ujirpur	224623.71N 0901559.72E	231°	4569	200.04	
20.	High Tension Line Tower, Koladema	224515.26N 0901835.26E	170°	5050	170.57	
21.	Robi Tower, Goriarpar, Kasipur	224501.89N 0901913.92E	160°	5739	145.43	
22.	Robi Main Tower, Gonopara	224405.64N 0902015.37E	152°	8035	250.84	
23.	DGFI Office Tower, Gonopara	224353.06N 0901953.86E	152°	8037	265.24	
24.	Airtel Tower, Isakathi, Kashipur	224334.19N 0901958.98E	158°	8717	168.32	
25.	Radio Bangladesh Tower, Rupatoli	224026.39N 0902013.12E	165°	14336	405.15	
26.	BAF RADAR ANTENNA	224622.55N 0901814.32E	174.45 ⁰	29000	137	

VGBR AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

Weather observation is provided by Meteorological observatory office, Barishal.

VGBR AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designator RWY NR	True BRG	Dimensions of RWY (m)	Strength (PCN) and surface of RWY	THR Coordinates	THR elevation (ft)	Slope of RWY-SWY
1	2	3	4	5	6	7
17	173.81 ⁰	1829X 30	PCN 17/F Bituminous concrete	224833.89N 0901800.14E	10	0.0%
35	353.81 ⁰	1829X 30	PCN 17/F Bituminous concrete	224734.83N 0901806.92E	10	0.0%

Designator RWY NR	Stopway Dimensions (m)	CWY Dimensions (m)	RESA (m)	Strip Dimensions (m)	OFZ	Remarks
1	8	9	10	11	12	13
17	61X30	153X150	90X60	2060X150	Within the CWY	
35	50X30	153X150	90X60	2060X150	Within the CWY	

VGBR AD 2.13 DECLARED DISTANCES

RWY	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
17	1829	1982	1890	1829	Nil
35	1829	1982	1879	1829	

VGBR AD 2.14 APPROACH AND RUNWAY LIGHTING

PAPI AVBL FOR BOTH RWY

VGBR AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1. During main power supply failure, automatic standby generator power supply available within 10 seconds.

VGBR AD 2.16 HELICOPTER LANDING AREA

As directed by ATC

VGBR AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

1	Designation	Aerodrome Traffic Zone (ATZ)
	Lateral limits	ATZ is oval shaped area joining outer tangents of 5 NM (9 km) radius circles centered at the RWY centre and both ends of RWY.
2	Vertical limits	4000 ft (AMSL)
3	Airspace	D
4	Unit Language	Barishal Tower English
5	Transition altitude	4000 ft
6	Hours of applicability (or activation)	HO
7	Remarks	Nil

VGCB AD 2.1 AERODROME LOCATION INDICATOR AND NAME**VGCB –COX’S BAZAR AIRPORT, COX’S BAZAR.****VGCB AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATION DATA**

1	ARP coordinates and site at AD	212718.70 N 915749.57 E, Centre of the RWY.
2	Distance and direction from city	02 km from city center
3	AD elevation/reference temperature	12 ft/ 340C
4	MAG VAR/ Annual change	1° W (2020) annual change 2'W
5	AD administration, address, telephone, telefax, telex, AFS	Civil Aviation Authority of Bangladesh Postal address: Airport Manager Cox’s Bazar Airport, Cox’s Bazar Bangladesh Telephone: APM: 88-02333346980 (Off) 88-02333346981(Res) 88-02333346982 (Fax) TWR : 88-02333346987
6	Types of traffic permitted IFR/VFR	IFR/VFR
7	Remarks	Nil

VGCB AD 2.3 OPERATIONAL HOURS

SL Nr.	Services	Hours
1	Aerodrome Administration	0900LT to 1700 LT except FRI, SAT & Government Holidays
2	Custom and Immigration	Nil
3	Health and Sanitation	HO
4	AIS briefing office	Nil
5	ATS reporting office (ARO)	HO
6	MET briefing office	HJ
7	Air traffic services	HO
8	Fuelling	Nil
9	Handling	Nil
10	Security	HO
11	De-icing	Nil
12	Remarks	Nil

VGCB AD 2.4 HANDLING SERVICES AND FACILITIES
NIL

VGCB AD 2.5 PASSENGER FACILITIES

1	Hotels	AVBL
2	Restaurant	AVBL
3	Transportation available	Taxi, Microbus, Auto -rickshaws and Rickshaws
4	Medical facilities	AVBL
5	Banks and Post Office	AVBL
6	Tourist office	AVBL
7	Remarks	Cox's Bazar is the most important tourist spot in Bangladesh and longest sea beach in the world

VGCB AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD Category for fire fighting	CAT: 7
2	Rescue Equipment	AVBL
3	Disabled Aircraft Removal	Nil
4	Remarks	Nil

VGCB AD 2.7 SEASONAL AVAILABILITY CLEANING

2.7.1 The airport is available for all seasons, Side strips become unusable during monsoon. There is no requirement for clearing.

VGCB AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

1	Apron surface and strength	Surface: Bituminous Concrete Strength: PCN 63/R/C/W/T
2	Taxiway width, surface and strength	Width:15 M Surface: Bituminous Concrete Strength: PCN 63/R/C/W/T
3	Altimeter checkpoint location and elevation	Not designated
4	VOR checkpoint	Nil
5	INS checkpoint	Nil
4	Remarks	NIL

VGCB AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Stand identification/taxiway guide lines/visual docking/parking guidance	Taxiing guidance signs at all intersections TWY and RWY at all holding positions. Guidelines at apron. Nose- in guidance at aircraft stands.
2	RWY and TWY markings and LGT	RWY markings : THR, Centre line RWY designator : Both runways TWY markings : RWY holding position and TWY centre line RWY LGT : Edge LGT, THR LGT and End LGT TWY LGT : Edge LGT
3	Stop bars	NIL
4	Remarks	NIL

VGCB AD 2.10 AERODROME OBSTACLES

Sl.Nr.	Name of the Critical Points/Obstacles/ Structures	WGS-84 Co-ordinates		Elevation	
		Latitude	Longitude	ft	Meter
1.	Mobile Tower on the roof of Towrat Tower, Mozammel Hoque road, Jetty no.6	21°26'55.45" N	91°58'08.41" E	109.35	33.33
2.	Flood Light Mast, Airport Compound	21°26'58.47" N	91°58'02.31" E	93.53	28.51
3.	Control Tower	21°27'04.22" N	91°57'58.82" E	57.09	17.40
4.	BTCL Tower (T&T), Beach Road	21°26'25.80" N	91°58'11.66" E	130.91	39.90
5.	HF Antenna (Control Tower Long Antenna)	21°27'04.22" N	91°57'58.82" E	70.79	21.58
6.	Hotel Sagargaon	21°26'34.28" N	91°58'16.45" E	142.49	43.43
7.	Hotel Alin Park	21°26'30.37" N	91°58'06.22" E	91.31	27.83
8.	Hotel Sea View	21°26'29.53" N	91°58'04.92" E	64.64	19.70
9.	Hotel Sands Beach, Jhowtala	21°26'28.57" N	91°58'04.47" E	56.65	17.27
10.	Radar Mast, Kolatali	21°25'04.51" N	91°59'14.52" E	338.24	103.10
11.	Light House	21°25'52.14"N	91°58'44.55"E	243	74

VGCB AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET office	Cox's Bazar (VGCB)
2	Hours of service	HJ
3	Office responsible for TAF preparation and periods of validity	Cox's Bazar (VGCB) 6,12
4	Type of landing forecast Interval of issuance (Hours)	½ & Special
5	Briefing/ consultation provided	P
6	Flight documentation languages used	C,PL English
7	Charts and other information available for briefing or consultation	S,U
8	Supplementary equipment available for providing information	
9	ATS units provided with information	TWR
10	Additional information	Tel: 0341-63618

VGCB AD 2.12 RUNWAYS PHYSICAL CHARACTERISTICS

RWY designations	TRUE BRG	Dimensions of RWY (m)	Strength (PCN) and surface of RWY & SWY	THR Coordinates	THR elevation (ft)	Slope of RWY-SWY
1	2	3	4	5	6	7
17	168.64 ⁰	2743X45	PCN 90/F/C/W/T	212802.79 N 915740.69 E	11	NIL
35	348.64 ⁰	2743X45		212634.99 N 915758.28 E	12	
Designation RWY NR	SWY dimensions(m)	CWY dimensions(m)	RESA	Strip Dimensions(m)	OFZ	Remarks
1	8	9	10	11	12	13
17	150X60	60×150	90×90	3163×250 Width 150m for East & 100m for west from RWY center line	Within the CWY	NIL
35	150X60	270×150	90×90			

VGCB AD 2.13 DECLARED DISTANCES

RWY	TORA(m)	TODA(m)	ASDA(m)	LDA(m)	REMARKS
1	2	3	4	5	6
17	2743	2803	2893	2743	NIL
35	2743	3013	2893	2743	NIL

VGCB AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Edge LGT, THR LGT and PAPI LGT AVB but Approach LGT not AVBL

VGCB AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	Nil
2	LDI location and LGT Anemometer location and LGT	NIL Atop control TWR, No.
3	TWY edge and center line lighting	NIL
4	Secondary power supply switch-over time	During main power supply failure, automatic standby generator power supply available within 30 seconds.
5	Remarks	Nil

VGCB AD 2.16 HELICOPTER LANDING AREA

As directed by ATC

VGCB AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

1	Designation	Aerodrome Traffic Zone (ATZ)
	Lateral limits	ATZ is oval shaped area joining outer tangents of 5 NM (9KM) radius circles centered at the RWY centre and both ends of RWY.
2	Vertical limits	4000 ft (AMSL)
3	Airspace Classification	D
4	Unit/Language	Cox's Bazar Tower /English
5	Transition altitude	4000 ft
6	Hours of applicability (or activation)	HO
7	Remarks	Nil

VGCB AD 2.18 AIR TRAFFIC SERVICES COMMUNICATIONS FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
Aerodrome Control Service	COX'S BAZAR TWR	Main 129.500 MHz Sdby 128.500 MHz EM:A3	HO	Nil

NAVIGATION VGCB AD 2.19 RADIO AND LANDING AIDS

Type of aid variation	Ident	Frequency	Hours of operation	Position of transmitting antenna Coordinates	Elevation of NDB transmitting antenna	Remarks
1	2	3	4	5	6	7
NDB	CB	396 kHz	HO	21°27'10.29" N 91°57'56.70" E	69 ft	EM: A0/A2 Location : 161° Mag and 997 m FM THR RWY 17

VGCB AD 2.20 LOCAL TRAFFIC REGULATIONS

Prior approval to be obtained from ATC

VGCB AD 2.21 NOISE ABATEMENT PROCEDURES

Nil

VGCB AD 2.22 FLIGHT PROCEDURES

As Directed By ATC

VGCB AD 2.23 ADDITIONAL INFORMATION

Nil

VGCB AD 2.24 CHARTS RELATED TO COX'S BAZAR AIRPORT

ICAO CHARTS		
NR	TYPE OF CHARTS	PAGE NR
1	AERODROME	VGCB AD 2-7
2	INSTRUMENT APPROACH CHARTS	VGCB AD 2-9& 2-11

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VGCM AD 2.1 AERODROME LOCATION INDICATOR AND NAME

VGCM-CUMILLA STOLPORT, CUMILLA

VGCM AD 2.2 AERODROME GEOGRAFICAL AND ADMINISTRATION DATA

1	ARP coordinates and site at AD	232615.71N 911122.28E,centreof the RWY
2	Distance and direction from city	03 NM South east Cumilla town.
3	AD elevation/reference temperature	25 ft/ 36.9°C
4	MAG VAR/ annual changes	1° W (2020) Annual changes 2'W
5	AD administration, address, telephone	Civil Aviation Authority of Bangladesh Postal address: Airport Manager Cumilla STOL PORT, Cumilla, Bangladesh. Telephone :APM: 880- 81-76119 (Off)
6	Types of traffic permitted IFR/VFR	IFR/VFR
7	Remarks	Nil

VGCM AD 2.3 OPERATIONAL HOURS

SL. Nr.	Services	Hours
1	Aerodrome Administration	As per government declared office hour. FRI & SAT holiday
2	Custom and Immigration	Nil
3	Health and Sanitation	Nil
4	AIS briefing office	Nil
5	ATS Reporting Office (ARO)	Nil
6	MET briefing office	Nil
7	Air traffic services	Nil
8	Fueling	Nil
9	Handling	Nil
10	Security	Nil
11	De-icing	Nil
12	Remarks	Nil

VGCM AD 2.4 HANDLING SERVICES AND FACILITIES

NIL

VGCM AD 2.5 PASSENGER FACILITIES

NIL

VGCM AD 2.6 RESCUE AND FIRE FIGHTING SERVICES
NIL

VGCM AD 2.7 SEASONAL AVAILABILITY CLEANING
NIL

VGCM AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

1	Apron surface and strength	Surface: Bituminous Concrete Strength: Flexible pavement
2	Taxiway width, surface and strength	Width: Surface: Bituminous Concrete Strength:
3	Altimeter checkpoint location and elevation	Not designated
4	INS Checkpoints check point	Nil
5	INS Checkpoints	NIL
6	Remarks	NIL

VGCM AD 2.9 SURFACE MOVEMENT GUIDENCE AND CONTROL SYSTEM AND MARKINGS

RWY and TWY Markings Are Available

VGCM AD 2.10 AERODROME OBSTACLES

SINr	Name of the Critical Points/Obstacles/Structures	WGS-84 Coordinates		Elevation	
		Latitude	Longitude	ft	Meter
1.	D-VOR	232600.03N	911124.93E	46.61	14.21
2.	NDB	232610.33N	911115.86E	78.05	23.79
3.	Control Tower	232609.58N	911116.48E	68.55	20.89
4.	Faruk Tower (Mansur Tower), Ashrafpur, Rajapur, Cumilla.	232615.97N	911039.36E	133.87	40.80

VGCM AD 2.11 METEOROLOGICAL INFORMATION PROVIDED
NIL

VGCM AD 2.12 RUNWAYS PHYSICAL CHARACTERISTICS

Designator RWY NR	TRUE BRG	Dimensions of RWY (m)	Strength (PCN) and surface of RWY & SWY		THR Coordinates	THR elevation (ft)	Slope of RWY- SWY
			RWY	SWY			
1	2	3	4		5	6	7
16	162.67 ⁰	914 X 30	Flexible Pavement Bituminous concrete	Brick Soling	232627.95N 911118.13E	25	-
34	342.67 ⁰	914 X 30			232559.10N 911127.62E	25	

Designation RWY NR	SWY dimensions (m)	CWY dimensions (m)	Strip Dimensions (m)	OFZ	Remarks
1	8	9	10	11	12
16	60x30	60x75	1034x150	Within the CWY	NIL
34	60x30	300x75	1034x150	Within the CWY	NIL

VGJR AD 2.10 AERODROME OBSTACLES

Sl.Nr	Name of the Critical Points/Obstacles/Structures	WGS-84 Co-ordinates		Elevation	Remarks
		Latitude	Longitude	ft	
1.	DVOR	23°12'06.37" N	89°09'10.37" E	50	
2.	NDB	-	-	-	Dismantled
3.	Control Tower	23°10'38.17" N	89°09'38.85" E	127	
4.	Robi Mobile Tower (On the roof of Ms Orchid Centre), 44 M K Road	23°09'54.35"N	89°12'48.26"E	222	
5.	Civil Apron Mast Light 1	23°10'37.42" N	89°09'39.81" E	103	
6.	Civil Apron Mast Light 2	23°10'34.43" N	89°09'41.26" E	104	
7.	Civil Apron Mast Light 3	23°10'31.30" N	89°09'42.88" E	104	
8.	Police Line Mast	23°10'25.16" N	89°11'42.16" E	227	
9.	DGFI Mast, Jashore Cantonment	23°10'27.47" N	89°11'08.49" E	181	
10.	Wind Socks RWY-34	23°10'35.06" N	89°09'48.12" E	42	
11.	Wind Socks RWY-16	23°11'31.10" N	89°09'29.52" E	46	
12.	Noapara Radio Mast	23°02'55.91" N	89°22'47.00" E	400	
13.	Arresting Barriers	---	---	31	386 ft fm RWY 16, 94 ft fm THR RWY 34
14.	VDF Aerial Mast	---	---	110	173 ⁰ MAG fm THR RWY 16
15.	GCA Radar	---	---	60	1179 m (SE) fm THR RWY 16 and 132.08 m off set fm RWY centre line
16.	Rajarhat Mast	230830.60N	891432.46E	318	5NM on BRG 111 ⁰ M fm Control TWR
17.	Garrison Mosque	---	---	115	050 ⁰ MAG fm Control TWR1.7 km (approx)

VGJR AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET office	Jashore Airport (VGJR)
2	Hours of service	HJ
3	Office responsible for TAF preparation Periods of validity (Hours)	Hazrat Shahjalal Intl (VGHS)
4	Type of landing forecast Interval of issuance (Hours)	----
5	Briefing/ consultation provided	P, D, T
6	Flight documentation languages used	C,PL English
7	Charts and other information available for briefing or consultation	S, U
8	Supplementary equipment available for providing information	
9	ATS units provided with information	TWR
10	Additional information	Tel: Nil

VGJR AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designator RWY NR	TRUE BRG	Dimensions of RWY (m)	Strength (PCN) and surface of RWY & SWY	THR Coordinates	THR elevation (ft)	Slope of RWY-SWY
1	2	3	4	5	6	7
16	157.81 ⁰	2420X45	PCN 17F/C/W/T Bituminous concrete	231137.94 N 890922.92 E	20	0%
34	337.81 ⁰	2420X45		231025.65 N 890955.32 E	20	0%

Designator RWY NR	SWY dimensions (m)	CWY dimensions (m)	RESA	Strip dimensions (m)	OFZ	Remarks
1	8	9	10	11	12	13
16	NIL	150 X 150	90X90	2600 X 150	Within the CWY	Nil
34	60 X 45	210 X 150	90X90	2600 X 150	Within the CWY	Nil

VGJR AD 2.13 DECLARED DISTANCES

RWY	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	REMARKS
1	2	3	4	5	6
16	2420	2570	2420	2420	
34	2420	2630	2480	2420	

VGJR AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY designator	APCH	THR	PAPI	TDZ	RWY Centre	RWY edge	END WBAR &	STWL	Remarks
1	2	3	4	5	6	7	8	9	10
16	Simple Approach lighting system Length: 280 M	Six green LGT	PAPI	NIL	NIL	60 m apart 73 Nr White Omni- directional with fixed intensity	END: Avbl 6 Red LGT Unidirectional	NIL	Kerosene flares avbl
34	Simple Approach lighting system Length : 150 M	Six green LGT	PAPI	NIL	NIL	60 m apart 73 Nr White Omni- directional with fixed intensity		NIL	

VGJR AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN Location, characteristics and hours of operation	Altn W/ G every 5 sec Hours: HO, near NDB
2	LDI location and LGT Anemometer location and LGT	Nil Atop control TWR, LGT
3	TWY edge and centre line lighting	Edge: AVBL Centre line: Nil
4	Secondary power supply switch-over time	During main power supply failure, Automatic standby generator power supply available within 30 seconds
5	Remarks	Kerosene flares avbl

VGJR AD 2.16 HELICOPTER LANDING AREA

As directed by ATC

VGJR AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

1	Designation	Aerodrome Traffic Zone (ATZ)
	Lateral limits	ATZ is an oval shaped area joining outer tangents of 5 NM (9 km) radius circle centered at the Runway centre and both ends of the Runway.
2	Vertical limits	4 000 ft (ALT)
3	Airspace	D
4	Unit Language	Jashore Tower English
5	Transition Altitude	4000 ft
6	Hours of applicability (or activation)	HO
7	Remarks	NIL

VGJR AD 2.18 AIR TRAFFIC SERVICES COMMUNICATIONS FACILITIES

Service designation	Call Sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
Aerodrome Control Service	Jashore Tower	123.200 MHz (PRI) 123.900 MHz (SRY)	HO	EM: A3
Surface Movement Control (SMC)	Jashore Ground	121.800 MHz	HO	EM : A3

VGJR AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Types of aid variation	Ident	Frequency	Hours of operation	Coordinates	Elevation of DME Transmitting antenna	Remarks
1	2	3	4	5	6	7
NDB	--	--	--	--		Dismantled
D/VOR	JSR	113.000 MHz	HO	231206.37N 0890910.37E		
DME	JSR	1164 MHz	HO	231206.37N 0890910.37E		

VGJR AD 2.20 LOCAL TRAFFIC REGULATIONS

Prior approval to be obtained from ATC

VGJR AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

VGJR AD 2.22 FLIGHT PROCEDURES

NIL

VGJR AD 2.23 ADDITIONAL INFORMATION

NIL

VGJR AD 2.24 CHARTS RELATED TO JASHORE AIRPORT

ICAO CHARTS		
Nr	TYPE OF CHART	PAGE NR (VGJR)
1.	AERODROME CHART	AD 2-7
2.	INSTRUMENT APPROACH CHART	AD 2-9 to AD 2-15

VGRJ AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET office	Rajshahi airport VGRJ
2	Hours of service	HO
3	Office responsible for TAF preparation Periods of validity (hours)	Hazrat Shahjalal Int'l (VGHS) 6
4	Type of landing forecast Interval of issuance	--
5	Briefing/consultation provided	Provided at VGHS
6	Flight documentation Languages used	C, PL English
7	Charts and other information available for briefing or consultation	--
8	Supplementary equipment available for providing information	--
9	ATS units provided with information	TWR
10	Additional information	Tel: NIL

VGRJ AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designator RWY NR	TRUE BRG	Dimensions RWY (m)	of	Strength (PCN) and surface of RWY & SWY	THR Coordinates	THR elevation (ft)	Slope of RWY- SWY
1	2	3		4	5	6	7
17	170.58 ⁰	1829X30		PCN 17/R/C/Y/T Bituminous concrete	242643.78N 0883653.91E	55	0%
35	350.58 ⁰	1829X30			242545.16N 0883705.13E	55	0%
Designator RWY NR	SWY dimensions m)	CWY dimensions (m)		Strip dimensions(m)	RESA	OFZ	Remarks
1	8	9		10	11	12	13
17	---	150X150		1981X150	90x60	Within the CWY	Nil
35	60X30	210X150		1981X150	90x60	Within the CWY	Nil

VGRJ AD 2.13 DECLARED DISTANCES

RWY	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	RESA(m)	REMARKS
1	2	3	4	5	6	7
17	1829	1979	1829	1829	90	-
35	1829	2039	1889	1829	90	

VGRJ AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY designator	APCH	THR	PAPI	TDZ	RWY centre	RWY edge	END & WBAR	SWY	Remarks
1	2	3	4	5	6	7	8	9	10
17	Nil	Six green LGT	PAPI AVBL	Nil	NIL	56 Nr 60 M apart white omni directional with fixed intensity	END: Avbl 6 Red LGT Unidirectional WBAR :Nil	NIL	Kerosene flares avbl
35	NIL	Six green LGT	PAPI AVBL	Nil	NIL	56 Nr 60 M apart white omni directional with fixed intensity		NIL	

VGRJ AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN Location, characteristics and hours of operation	Nil
2	LDI location and LGT Anemometer location and LGT	Nil Atop control TWR,
3	TWY edge and center line lighting	Edge: AVBL Centre line: Nil
4	Secondary power supply switch-over time	During main power supply failure, Automatic standby generator power supply available within 15 seconds
5	Remarks	Kerosene flares avbl

VGRJ AD 2.16 HELICOPTER LANDING AREA

As directed by ATC

VGRJ AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

1	Designation	Aerodrome Traffic Zone (ATZ)
	Lateral limits	ATZ is an oval shaped area joining outer tangents of 5 NM (9 km) radius of circle, centered at the Runway center and both ends of the Runway.
2	Vertical limits	4000 ft (ALT)
3	Airspace	D
4	Unit Language	Rajshahi Tower English
5	Transition Altitude	4000 ft
6	Hours OF applicability (or activation)	HO
6	Remarks	NIL



VGRJ AD 2.18 AIR TRAFFIC SERVICES COMMUNICATIONS FACILITIES

Service designation	Call Sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
Aerodrome Control Service	Rajshahi Tower	128.300 MHz EM: A3	HO	Nil

VGRJ AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Types of aid variation	Ident	Frequency	Hours of operation	Position of transmitting antenna Coordinates	Elevation of DME Transmitting antenna	Remarks
1	2	3	4	5	6	7
NDB	RJ	228 kHz	H24	242632.88E 0883649.37E		EM : A0/A2
DVOR	RAJ	114.600 MHz	H24	242620.36N 0883654.83E		EM: A2
DME	RAJ	1180 MHz	H24	242620.36N 0883654.83E		Co-located with VOR

VGRJ AD 2.20 LOCAL TRAFFIC REGULATIONS

Prior approval to be obtained from ATC

VGRJ AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

VGRJ AD 2.22 FLIGHT PROCEDURES

NIL

VGRJ AD 2.23 ADDITIONAL INFORMATION

NIL

VGRJ AD 2.24 CHARTS RELATED TO RAJSHAHI AIRPORT

ICAO CHARTS		
NR	TYPE OF CHART	PAGE NR. (VGRJ)
1	AERODROME CHART	AD 2-7
2	INSTRUMENT APPROACH CHART	AD 2-9 TO AD 2-15

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VGSD AD 2.1 AERODROME LOCATION INDICATOR AND NAME**VGSD-SAIDPURAIRPORT****VGSD AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATION DATA.**

1	ARP co-ordinates an site at AD	254545.037N 885427.34E
2	Distance and direction from city	02 NM South of Town
3	AD elevation / reference temperature	125 ft/41°C
4	MAG VAR/Annual changes	0.26°W (2020) annual changes 1'W
5	AD administration, address, telephone telefax, telex, AFS	Civil Aviation Authority of Bangladesh Postal address: Airport Manager, Saidpur Airport, Saidpur Bangladesh Telephone: APM: 02589956949 TWR: 02589956952
6	Types of traffic permitted IFR/VFR	IFR/VFR
7	Remarks	Nil

VGSD AD 2.3 OPERATIONAL HOURS.

Sl. Nr	Service	Hours
1	Aerodrome administration	0900LT to 1700LT
2	Custom & Immigration	HO
3	Health & Sanitation	HO
4	AIS briefing office	NIL
5	ATS reporting Office (ARO)	HO
6	MET briefing Office	HO
7	Air traffic service	HO
8	Fuelling	NIL
9	Handling	NIL
10	Security	HO
11	De-icing	NIL
12	Remarks	NIL

VGSD AD 2-4 HANDLING SERVICES AND FACILITIES.**NIL****VGSD AD 2.5 PASSENGER FACILITIES**

1	Hotels	Avbl at 1 KM
2	Restaurant accommodation	Avbl
3	Transportation available	Auto Rickshaws, Car, Taxi Car, Microbus etc
4	Medical facilities	Only fast aid avbl
5	Bank & Post office	Avbl within 1 KM
6	Tourist office	Nil
7	Remarks	Nil

VGSD AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	CAT: 6 Avbl: 6
2	Rescue equipment	Avbl
3	Disabled aircraft removal	Nil
4	Remarks	Nil

VGSD AD 2.7 SEASONAL AVAILABILITY CLEARING

- 2.7.1 The airport is available for all seasons. Side strips become unusable during monsoon. There is no requirement for clearing.

VGSD AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

1	Apron surface and strength	Surface : Concrete Strength: PCN/17/F/Y/T
2	Taxiway width, surface and strength	Width : 75 ft Surface: Bituminous Concrete Strength: PCN 17/F/C/Y/T
3	Altimeter checkpoint location and elevation	Not designated
4	VOR Checkpoints	Nil
	INS Checkpoints	Nil
5	Remarks	Nil

VGSD AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Stand identification/taxiway guide lines/Visual docking/parking guidance	Taxiing guidance signs at intersection with TWY and RWY holding positions. Guidelines at apron: Nose-in guidance at aircraft stands.
2	RWY and TWY marking and LGT	RWY marking aids: THR, Centre line, RWY designator All runways TWY marking aids: TWY holding position, TWY centre line.
3	Stop bars	NIL
4	Remarks	NIL

VGSD AD 2.10 AERODROME OBSTACLES

List of high mast/ tower/hill/chimney/ building/ barrier/ antenna around Saidpur Airport, Saidpur

SL Nr.	Name of the significant obstacles/obstructions	Co-ordinates of the Obstacle	True Bearing M REF point	Dist (m) FM ref Point	Elevation AMSL (ft)	LGT
1.	D/VOR	254551.96N 0885433.95E	012°	460	162.69	YES
2.	NDB mast	254552.27N 0885434.86E	015°	474	185.65	YES
3.	Control Tower	254547.60N 0885433.80E	016°	328	190.43	YES
4.	Mobile Mast (1200 ft East of Th-16), Nichu Colony	254605.94N 0885432.89E	004°	882	258.69	YES
5.	Mobile Mast, Munsipara	254650.46N 0885409.24E	345°	2326	260.90	YES
6.	Mobile Mast, Royal Tower, Sonapotti	254649.93N 0885350.11E	333°	2501	227.76	YES
7.	Mobile Mast, New Babupara	254650.56N 0885336.48E	326°	2709	229.98	YES
8.	Mobile Mast, Hotel Arafat International, ZikrulHaque road	254650.99N 0885343.22E	330°	2621	249.91	YES
9.	Mobile Mast, AB Bank	254651.66N 0885344.69E	331°	2619	254.48	YES

VGSD AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET office	Saidpur (VGSD)
2	Hours of Service	HO
3	Office responsible for TAF preparation Periods of validity	HAZRAT SHAHJALAL INTL (VGHS) 6
4	Type of landing forecast Interval of issuance	-
5	Briefing/consultation provided	Provided at VGHS
6	Flight documentation Languages used	C PL English
7	Charts and other information avbl for briefing or consultation	-
8	Supplementary equipment avbl for providing information	-
9	ATS units provided with information	TWR
10	Additional information	Tel: Nil

VGSD AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designator RWY NR	TRUE BRG	Dimensions of RWY (m)	Strength(PCN) and surface of RWY & SWY	THR Coordinates	THR elevation (ft)	Slope RWY- SWY
1	2	3	4	5	6	7
16	159.95°	1829 X 30	PCN17/F/C/Y/T Bituminous Concrete	254600.55N 0885420.94E	125	NIL
34	339.65°			254504.74N 0885443.91E	125	NIL

Designator/ RWY NR	SWY Dimensions (M)	CWY Dimensions (m)	Strip Dimensions (m)	RESA	Remarks
1	8	9	10	11	12
16	30X30	180X150	2039X150	90X60	RWY transverse Slope is 1%
34	60X30	210X150	2039X150	90X60	

VGSD 2.13 DECLARED DISTANCES

RWY	TORA (m)	TODA (m)	ASDA(m)	LDA (m)	RESA(m)	Remarks
1	2	3	4	5	6	7
16	1829	2009	1859	1829	90	Due to introduction of RESA
34	1829	2039	1889	1829	90	

VGSD AD 2-14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH	THR	PAPI	TDZ	RWY Centre	RWY edge	END & WBAR	STWY	Remarks
1	2	3	4	5	6	7	8	9	10
16	Nil	Six Green LGT	2 BAR PAPI	NIL	NIL	60M apart While omni-directional with fixed intensity	6 Nr Red mom-directional WBAR NIL	NIL	NIL
34	NIL	Six Green LGT	2 BAR PAPI	NIL	NIL	60M apart While omni-directional With fixed intensity	6 Nr Red mom-directional WBAR NIL	NIL	NIL

VGSD AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	AB/IBN location, characteristics and hours of operations	NIL
2	LDI location and LGT Anemometer location and LGT	NIL Atop Control TWR
3	TWY edge and centre line lighting	Edge: Avbl Centre line: Nil
4	Secondary power supply switch-over time	During main power supply failure, automatic standby generator power supply available within 15 seconds
5	Remarks	Apron lights: avbl

VGSD AD 2.16 HELICOPTER LANDING AREA

As directed by ATC

VGSD AD 2.17 AIRTRAFFIC SERVICES AIRSPACE

1	Designation Lateral limits	Aerodrome Control Zone (ATZ) ATZ is a oval shaped area joining outer tangents of 5NM (9KM) radius circle centered at the runway centre and both ends of the runway.
2	Vertical limits	400ft (AMSL)
3	Airspace	D
4	Unit Language	Saidpur Tower English
5	Transition Altitude	4000ft
6	Hours of applicability (or activation)	HO
7	Remarks	NIL

VGSD AD 2.18 AIR TRAFFIC SERVICES COMMUNICATIONS FACILITIES

Service designation	Call Sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
Aerodrome Control Service & Approach Control (NON-RADAR) Services	Saidpur Tower	128.900 MHz EM: A3	HO	Nil

VGSD AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid variation	Ident	Frequency	Hours of operation	Position of transmitting antenna Coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
D/VOR	SDP	115.800 MHz	HO	254551.96N 0885433.95E	-	EM-A2
DME	SDP	1192 MHz		254551.96N 0885433.95E	-	EM-A2
NDB					-	Dismantled

VGSD AD 2-20 LOCAL TRAFFIC REGULATIONS

Prior approval to be obtained from ATC

VGSD AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

VGSD AD 2.22 FLIGHT PROCEDURES

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VGSD AD 2.23 ADDITIONAL INFORMATION

NIL

VGSD 2.24 CHART RELATED TO SAIDPURAIRPORT

ICAO CHART		
NR	TYPE OF CHART	PAGE NR
1	AERODROME	VGSD AD 2-7
2	INSTRUMENT APPROACH	VGSD AD 2-9 to AD 2-15

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VGSH AD 2.1 AERODROME LOCATION INDICATOR AND NAME

VGSH-SHAMSERNAGAR STOL PORT

VGSH AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATION DATA.

1	ARP coordinates and site ad AD	242355.84N 0915500.70E
2	Distance and direction from city	9NM South East of Moulavi Bazar
3	AD elevation/reference temperature	56 ft
4	MAG VAR/annual change	1° W (2020) annual changes 2°W
5	AD administration, address, telephone, telefax, telex, AFS	Bangladesh Air Force Station Shamshernagar Officer Commanding Telephone: +88 02 55060000-10 Ext 4993-7 Telefax: Nil Telex: Nil AFS:Nil
6	Types of traffic permitted IFR/VFR	IFR/VFR
7	Remarks	Nil

VGSH AD 2.3 OPERATIONAL HOURS

Prior approval is required to use the aerodrome.

VGSH AD 2.4 HANDLING SERVICES AND FACILITIES

NIL

VGSH AD 2.5 PASSENGER FACILITIES

NIL

VGSH AD 2-6 RESCUE AND FIRE FIGHTING SERVICES

Rescue and firefighting services is available, provided by Bangladesh Air Force.

VGSH AD 2.7 SEASONAL AVAILABILITY CLEARING

1	Type of clearing equipment	Nil
2	Clearance Priorities	Nil
3	Remarks	Nil

VGSH AD 2.8 APRONS, TAXIWAYS AND CHECKLOCATIONS DATA

1	Apron surface and strength	Surface: Bituminous concrete Strength: PCN12/F
2	Taxiway width, surface and strength	Width : 23M Surface: Bituminous concrete Strength: PCN 12/F
3	Altimeter checkpoint location and elevation	Not designated
4	VOR Checkpoint	Nil
5	INS Checkpoint	Nil
6	Remarks	Nil

VGSH AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKING

1	Stand identification/taxiway guide lines/ Visual docking/parking guidance	Taxiing guidance signs at all intersection with TWY and RWY at all holding positions. Guidelines at apron: Nose-in guidance at aircraft stands
2	RWY and TWY marking and LGT	TWY marking aids : THR, center line, RWY designator all runways TWY marking aids: TWY holding position, TWY Centre line.
3	Stop bars	Nil
4	Remarks	Nil

VGSH AD 2.10 AERODROME OBSTACLES

1	2			
In approach/TOFF area	In circling area			
	RWY effected	Obstacle type	Position	Marking LGT
	17/35	Tower 40ft	300ft West of RWY Centre line	Nil
	17/35	Trees 50ft	350ft West of RWY Centre line	Nil

VGSH AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

Shamsernagar Information will collect from the nearest aerodrome (VGSY), to be passed to aircraft when available.

VGSH AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Desig- nator RWY NR	TRUE BRG	Dimensions of RWY (M)	Strength (PCN) and surface of RWY & SWY		THR Coordi- nates	THR elevation (ft)	Slope of RWY- SWY
			RWY	SWY			
1	2	3	4		5	6	7
17	173.30°	1524X23	Bituminous Concrete PCN12/F	Concrete	242417.15N 0915458.26E		
35	353.30°	1524X23			242328.11N 0915503.87E		
Designator RWY NR	SWY Dimensions (M)	CWY Dimensions (M)	Strip Dimensions (m)		OFZ		Remarks
1	8	9	10		11		12
17	76X30	305X153	1644X153		Within the CWY		NIL
35	76X30	305X153	1644X153				

VGTJ AD 2.10 AERODROME OBSTACLE

In approach/TOFF area			
Rwy effected	Obstacle type elevation	Position	LGT
35	Apartment Building 144 ft	East of extended centre line 1244 M FM THR RWY 35	Yes
35	Bashundhara Building 159 ft	1.7 KM on brg 166 ⁰ FM THR RWY-35	Yes
17	Old LOS Mast 325 ft	1 KM on brg 125 ⁰ FM THR RWY-17	Yes

In circling area				
RWY affected	Obstacle type	Position	Marking/ LGT	Remarks
17/35	Bricks structure (Dimension 1650X75ft) 6ft	220 ft offset to the West side of RWY centre line	No	Tejgaon is adjacent to Hazrat Shahjalal International Airport (VGHS). All the Obstructions at/around VGHS will be considered as obstacles for Tejgaon (VGTJ).
17/35	Bricks structure (Spectrum Gallery) (Dimension 1000X60ft) 4ft	220 ft offset to the West side of RWY centre line	No	
17/35	Bricks structure (Spectrum Gallery) (Dimension 900X60ft) 4ft	220 ft offset to the West side of RWY centre line	No	
17/35	IDB Bhavan Antenna 325 ft	1200 ft offset to the West side of RWY centre line	Yes	

VGTJ AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

2.11.1 Crews may receive weather briefing at Met office located at BAF Base Bashar.

VGTJ AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

RWY Designations	True BRG	Dimensions of RWY (m)	Strength (PCN) and surface of RWY & SWY	THR Coordinates	THR Elevation (ft)	Slope of RWY-SWY
			RWY SWY			
1	2	3	4	5	6	7
17	164.24° T	2622X30	PCN40F/C/Y/T Bituminous Concrete	234724.94N 0902244.87E	24 ft	0.06%
35	344.24° T	2622X30	PCN40F/C/Y/T Bituminous Concrete	234602.74N 0902309.83E	24 ft	0.06%
RWY Designations	SWY Dimensions (M)	CWY Dimensions (m)	Strip Dimensions (m)	OFZ	Remarks	
1	8	9	10	11	12	
17	144X30	208X50	2834X150	Within the CWY	Nil	
35	68X30	268X50	2834X150	Within the CWY	Nil	

VG TJ AD 2.13 DECLARED DISTANCES

RWY	TORA (M)	TODA (M)	ASDA(M)	LDA (M)	Remarks
1	2	3	4	5	6
17	2622	2830	2766	2622	NIL
35	2622	2890	2690	2622	NIL

VG TJ AD 2.14 APPROACH AND RUNWAY LIGHTING

NIL

VG TJ AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY.

NIL

VG TJ AD 2.16 HELICOPTER LANDING AREA

As directed by ATC

VG TJ AD 2.17 AIRTRAFFIC SERVICES, AIRSPACE

1	Designation	Tejgaon Tower
	Lateral limits	A portion of the Dhaka CTR laterally bounded by a closed line obtained by joining A(234116.57N, 0902427.57E) to B(232428.23N, 0902223.48E) then along an arc of radius 25NM from Dhaka VOR upto C(235552.71N), 0895824.17E) then to D(234920.99N), 0902209.78E) there fter along the center line of the RWY to A(234116.57N, 0902427.57E).
2	Vertical limits	1000ft (AMSL)
3	Airspace Classification	C
4	Call Sign of ATC Unit	Tejgaon Tower
	Language	English
5	Transition Altitude	4000 ft
6	Hours of Applicability	0100UTC to Sunset
7	Remarks	Nil.

1	Designation	ATZ
	Lateral limits	2 NM-To the North from threshold RWY17, 5 NM-To the South & West (semicircular from center of runway)
2	Vertical limits	1000ft (AMSL)
3	Airspace Classification	C
4	Call Sign of ATC Unit	Tejgaon Tower
	Language	English
5	Transition Altitude	4000 ft
6	Hours of Applicability	0100 UTC to Sunset
7	Remarks	Nil.

VG TJ AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

1	Service designator	Air Traffic control service
2	Call sign	Tejgaon Tower
3	Frequency	123.000MHz (PRY) 122.900 MHz (SRY)
4	Hours of applicability (or activation)	0100 UTC to sunset
5	Remarks	1) Service provided by Bangladesh Air force 2) HF/RT 6826 kHz for coordination.